CIVIL FUNCTIONS, DEPARTMENT OF THE ARMY APPROPRIATIONS, 1953

WEDNESDAY, MAY 21, 1952

UNITED STATES SENATE,
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,
Washington, D. C.

The subcommittee met at 11 a. m., pursuant to recess, in room F–39, The Capitol, Hon. Kenneth McKellar (chairman) presiding.

Present: Senators McKellar, Hayden, and Cordon.

CORPS OF ENGINEERS

RIVERS AND HARBORS AND FLOOD-CONTROL PROGRAMS

STATEMENT OF HON. ROBERT A. TAFT, A UNITED STATES SENATOR FROM THE STATE OF OHIO

LOCKS AND DAMS, MUSKINGUM RIVER BASIN, OHIO

Chairman MCKELLAR. Senator Taft, will you come up, please, and take a chair right there or anywhere you like. The floor is yours.

Senator TAFT. Which matter is up? We have two matters in Ohio. Which one do you want to take first?

Chairman MCKELLAR. We have the projects in Cleveland and Zanesville before us.

The committee will come to order, and the floor is yours, Senator Taft.

Senator TAFT. I will go ahead with the project on the Muskingum River, then. The committee has already heard, I think, from Representative Secrest and some others.

Chairman MCKELLAR. Yes, sir.

Senator TAFT. The Zanesville representatives are here. The only point I want to make is this: The Muskingum River is canalized for 78 miles from the Ohio up to Zanesville, and 15 miles beyond. Of course, above the Muskingum Basin is one of the large flood-control projects, and there are any number of federally operated dams above Zanesville.

This particular section of the river was part of the old canal built by the State of Ohio in 1837 which ran on up from there to Lake Erie at one time.

Under the laws of 1886 the Federal Government took over these 10 dams from the Ohio River up to Zanesville, and the river has been maintained as a canalized river for the last 60 years or so.

The question that arises here is this: The Corps of Engineers has been talking for some time about abandoning the project, but it is a responsibility of the Federal Government. It has been a responsibility of the Federal Government all of these years.

DAM NO. 10, AT ZANESVILLE, OHIO

Now, the dam at Zanesville is out, and it will cost about $350,000 to $500,000 to repair or rebuild it. That is the next to top dam. The effect of that going out is that the water in the pool above it has dropped and has upset all of the sewage disposal for the city of Zanesville, which emptied into that pool. Unless the dam is rebuilt, the city has to drill four additional wells and undertake quite a large expense.

There is traffic in the river. Of course, it is only a 4½-foot channel, but there is local traffic in the way of gravel up and down the river which is fairly substantial.

STATE OR FEDERAL CONTROL DISCUSSED

The chief point, it seems to me, is that as long as the Federal Government has assumed the responsibility for this for so many years they still have that responsibility. I think the State of Ohio would be willing to negotiate with them. I think perhaps there are some negotiations to take it over.

But to abandon it and let the whole thing go and have all of these dams fall by the wayside is going to ruin the river as a recreational project and all of the other uses, and also do serious harm to the local use of water, which is all adjusted to these levels up and down the river.

It seems to me that until some formal arrangement is made to persuade someone else to take it over the Federal Government has that responsibility. And even if they are going to turn it over, they ought to turn it over in good condition. They ought not to permit it to deteriorate as it has done, apparently, in the case of this particular dam.

Senator HAYDEN. How long has the dam been out?

Senator TAFT. Since April 22 of this year.

Chairman MCKELLAR. What position did the engineers take?

Senator TAFT. Well, the engineers say that they would like to abandon it and that they want the committee to specifically pass on the question before they spend the money.

We ask for an addition to the maintenance funds of the engineers so that they might make this repair work which is, of course, purely maintenance.

Chairman MCKELLAR. Did the House act on this?

So, the House, because of the fact that this did not happen until April 22 of this year, did not have the matter presented to it. Here is a picture of it.

Senator CORDON. I understand that the engineers have in mind the abandonment of the whole stream from its mouth to its source?

Senator TAFT. I think they justify the first dam at Marietta, down in the Ohio River, because there is considerable traffic in gravel that comes up through that dam. But the mere fact that there is not enough navigation hardly seems to me to justify the Federal Govern-

ment simply throwing it all away. Once having assumed the responsibility, I do not see how they can get out of it. In the case of our western rivers once the Federal Government has taken over a project, that is a Federal project until some other arrangements are made.

MAINTENANCE OF DAMS

We have had various negotiations with the Federal Government as to the operation of dams above there, and that has been worked out on an amicable basis as to who does what. The Federal Government still maintains, or at least operates, most of the big flood-control dams on the branches of the Muskingum River above Zanesville.

The Muskingum is the largest river basin in Ohio. It covers more of the State than any other river, and it is the most important from the point of view of flood control.

There has been a suggestion made that the very fact that the dams have been operated as they have has perhaps tended to weaken the river. I do not know enough about it to know that. They let the water down at certain times, although an uncontrolled flood might do just as much damage.

Senator HAYDEN. Am I correct in this assumption? If the Federal Government had never gone in there, the situation on the river would be different than what it is today?

Senator TAFT. That is right. If the Federal Government had never gone in there, I assume the State of Ohio would have continued to operate the canal until they closed the canal down.

We have that situation in the Big Miami. The canal is being gradually abandoned, but by voluntary agreement with different cities the structures are maintained. Now, I do not think the Federal Government ever took that one over, but this one they definitely did take over.

Senator HAYDEN. And the Federal Government established a status on that stream on which the community relied for their sewage disposal and all the other things that have to do with water. They have the responsibility.

Senator TAFT. You have stated it exactly. I think they should maintain it in good condition.

I will be glad to see whether there is any way in which we can press the negotiations to let the State take over. The stream is useful for recreational purposes. There is at least one big electric light plant I know on the river below Zanesville, and maybe two. I am not sure of that. But the use of water in industry at certain levels becomes a very important feature of industry.

Chairman MCKELLAR. This situation, I understand, is a matter of great importance to the health of the community.

Senator TAFT. Yes. There is a danger, of course, in Zanesville now. Something has to be done. The city or somebody has to build this dam or else rebuild the sewage-disposal system of the city.

INCREASE FOR RIVERS AND HARBORS, OPERATION AND MAINTENANCE

Chairman MCKELLAR. Senator, have you prepared an amendment, or has the matter been submitted to the State authorities?

Senator TAFT. I understand it has been submitted, and I think the suggestion was that the figure on maintenance be increased simply

by $500,000 for the operation and maintenance of existing river-and-harbor projects. That is on page 5, line 17, of the bill.

Senator CORDON. How much money do you estimate it will take to repair this break?

Senator TAFT. Well, I think it would depend on what they do. I think they can repair it for $350,000 or up to $500,000.

General CHORPENING. Our estimate was $350,000 to repair, but we are not convinced yet but what we should, if we do anything there, build a new structure, because pouring that much money into an old one may not be the proper and economical thing to do.

Senator CORDON. General, are you in a position now to go forward immediately with studies? As I understand the matter, this break has created an emergency there and a hazard because the sewer lines of the city of Zanesville are now exposed. If that is the case, it is absolutely essential that action be had at least in the field of investigation without delay.

General CHORPENING. We are doing that, sir.

Senator CORDON. When do you estimate you would be in a position to pass judgment on what is absolutely needed there in the way of repairs or renewal?

General CHORPENING. I think within a very short time we can come to that conclusion. If I were asked for an opinion now, sir, I would say that we should rebuild the structure.

Senator CORDON. Let me ask one other question.

Chairman MCKELLAR. Certainly.

Senator CORDON. If you simply repair the present breakthrough, that would come from maintenance, would it not?

General CHORPENING. Yes, sir.

Senator CORDON. And all that would be needed would be an appropriate increase in the amount appropriated for that purpose?

REQUESTED AMENDMENT

General CHORPENING. Yes, sir. The repair or the replacement, either one, would come from maintenance funds.

Chairman MCKELLAR. As I understand from page 5, line 17, you want the $67,105,000 increased to $67,605,000?

Senator TAFT. An increase of $500,000 so that the engineers will be free to determine whichever method of replacement they think is the best.

Chairman MCKELLAR. Will you need any language in the way of a proviso so that this $500,000 may be expended for that purpose?

Senator TAFT. If that is put in the report, will that be satisfactory?

General CHORPENING. May I make this statement, sir: Normally, if we had a break of this kind the Corps of Engineers would go right ahead with the repair. However, since, as has been brought out by testimony, the navigation here is local and not sufficient of itself to warrant it, we felt that we should ask specific congressional action telling us to do this.

Senator CORDON. It would be adequate then for your purpose if the report carried a statement identifying this particular item as the one that the money is to be used for?

General CHORPENING. Yes, sir.

Senator TAFT. Mr. Corry, the managing director of the Chamber of Commerce of Zanesville, is here, along with the mayor and other representatives. He will make a brief statement and will get through in 5 minutes, I think, before we go on to the Cleveland project.

I am coming back on the Cleveland project.

Chairman MCKELLAR. All right, Mr. Corry, come forward, please.

STATEMENT OF WILLIAM M. CORRY, ZANESVILLE, OHIO, MANAGING DIRECTOR OF THE CHAMBER OF COMMERCE OF ZANESVILLE

FEDERAL CONTROL OF MUSKINGUM RIVER LOCKS AND DAMS

Mr. CORRY. Mr. Chairman and members of the committee, my name is William M. Corry, Zanesville, Ohio, and I am the managing director of the chamber of commerce there.

The pictures before you tell the story of the situation that we are confronted with at the present moment.

With me today is the mayor of Zanesville, William G. Watson; the superintendent of water works, Charles Ross; and two representatives of Zanesville's business, John Ryan, of Armco Steel Corp., representing industry, and Fred Nethers, representing other related business and wholesale activities of the community.

Our organization has moved into this program as a public service to the community as well as a service to our own people.

I have submitted for the record a prepared statement. I would just like to add two or three comments in addition, and then if there are any questions I will be glad to answer them.

Chairman MCKELLAR. Without objection, that statement will be placed in the record.

Mr. CORRY. I will take just a couple of moments on this. This seems to me to be a situation that is unusual. For three-quarters of a century the Federal Government has maintained control of the locks and dams that are on the Muskingum River. Some time ago there was notice filed that they were considering discontinuing that control.

The State of Ohio moved into a very exhaustive survey trying to estimate in their own mind the benefits that might accrue. Now, that report has not been made public, and at the moment we don't know what the report will contain. It would mean in any event that the report would have to be considered by the legislature. The legislature will not convene normally until January of 1953.

So we have this period in here when there is no one in control except the Federal Government.

About 1 month ago—and I want to bring out the fact that this accident happened on April 22 of this year—about 1 month ago a break occurred in dam No. 10. That is just at Zanesville, within a matter of a few hundred feet of the "Y" bridge. Many of you people have driven over the "Y" bridge. Some 20,000 cars pass there daily, and you can see the break in the dam of some 70 feet.

Now, technically, I think we might say that there is a definite obligation here since this committee in the last session gave a definite opinion that the lock-and-dam control should be maintained at least until June 30 of this year.

Secondly, I think there is a moral obligation. The community finds itself unprepared, because at no time had it any reason to be prepared and at no time was it in a position to move in on Federal property.

I think there ought to be something said about the future development, because in the past 2 years—and I would like to submit this to you—there has been a complete industrial development program in the Muskingum Valley brought about by the fact that we now have a second major electric power generating plant going in there, the plant of the Cleveland Graphite Bronze Co., and plants of the Globe Iron Works, one of which is being built now and has not been opened, while the other one has not been started.

Along the colored lines indicated in the map I have presented are the vast deposits of coal, Mr. Chairman. Millions of tons of coal lie within 15 or 20 miles of either side of the Muskingum River. We have a great future in there. And if the so-called atomic energy program that is being discussed now is finally located in the Ohio River area, free access or easy access to that coal will be of double importance. I would just like to say one closing thing. As a provision to supplement industry, this is highly important. Ninety-eight percent of Zanesville's water is used by industry. Only 2 percent is for domestic use. Our water wells supply the water, but they are wells that are based upon seepage through gravel beds from the river. Many of our industries look to the city water supply for 100 percent of their total requirements.

Now, it means that if this condition continues—and the river is now 5 feet below the normal stage and you can see the open spans there in the picture—our industries face a water situation. We, as a community, face a health situation.

Our health commissioner has found it necessary to close the river banks because of the health danger. The outpourings of the sewer lines that were built many years ago, the city assuming that everything was going to continue as it was, can be easily seen. Now we are in the process of building a new sewage-disposal system, but that is 2 or 3 years in the offing.

The engineers won't be able to move that fast. We face the problem today of exposure within a matter of 100 yards of the most traveled section of our town, that is, this wide bridge over which is Route 40.

I ask you consideration on four points. Not only is there a moral obligation, but there is a definite legal obligation. From the community standpoint, there is no other place for it to go except to come to this committee and ask for aid.

If there are any questions, I will be glad to answer them.

Senator CORDON. May I ask one question?

Chairman MCKELLAR. Yes, sir.

Senator CORDON. It may not be relevant to this over-all inquiry.

I understood that some of the cities of Ohio obtained their domestic water supply by the use of what is known as the rainy well. Do you know whether or not Zanesville does?

Mr. CORRY. I do not know what you are talking about, but I would rather have that question answered by the man who knows the water business, Mr. Ross.

Mr. Ross. No, sir; we do not have rainy wells.

Chairman McKellar. These wells are dug how far from the city?

Mr. Corry. How far are the wells from the city, Mr. Ross?

Mr. Ross. They are just outside of the city limits. Our field runs about half a mile outside the city.

Chairman McKellar. What is the population of Zanesville?

Mr. Ross. The water department services about 50,000 population.

Chairman McKellar. All right, sir. Are there any other questions?

Senator Taft. I want to add that Senator Bricker concurs in my statement.

Chairman McKellar. I have a letter from Senator Bricker urging favorable consideration of this matter. Senator Bricker's letter will be inserted in the record at this point.

(The letter referred to follows:)

UNITED STATES SENATE,
Washington, D. C., May 21, 1952.

Hon. KENNETH MCKELLAR,
Chairman, Appropriations Committee,
United States Senate.

MY DEAR MR. CHAIRMAN: I am writing to urge that you and the members of your committee give early favorable consideration to the proposal to appropriate sufficient funds to repair the dam on the Muskingum River at Zanesville, Ohio.

It is my understanding that this dam has not received any serious attention for a number of years, and its present state of disrepair threatens the water supply of the region, as well as the industries in and about Zanesville. I should add that some of these are industries bearing a direct relationship with the defense effort.

I would be very appreciative of your earnest consideration of this problem which is vital to the affected area in Ohio.

Sincerely yours,

JOHN W. BRICKER.

(The prepared statement submitted by Mr. Corry follows:)

TESTIMONY OF WILLIAM M. CORRY URGING REPLACEMENT OF DAM NO. 10 ON THE MUSKINGUM RIVER IN OHIO

Mr. Chairman and members of the committee, my name is William M. Corry. I am managing director of the chamber of commerce at Zanesville, Ohio, an organization representing some 600 business, industrial, and professional firms, and individuals. Our organization has for many years interested itself in matters of community welfare and particularly those matters that affect business in the community. Our interest in this matter comes not only as a service to business but also as a public service to the Zanesville community as a whole.

Zanesville is located in the center of eastern Ohio and has an urban population of approximately 50,000 people. It is the largest city in eastern Ohio south of Canton and west of Columbus.

The Muskingum River runs through Zanesville and is joined at Zanesville by the Licking River, forming the point that has become well known by the famous Y-bridge, a landmark known to people from coast to coast.

Zanesville is the largest city on the Muskingum River. This river, which is 112 miles long, flows in a southerly direction and empties into the Ohio River. The watershed reaches within 40 miles of Lake Erie, and the river drains over one-fifth of the total area of the State of Ohio.

During the period 1837–41 the State of Ohio constructed a system of 10 locks and dams on the Muskingum River. Under the River and Harbor Act of August 5, 1886, the Federal Government took over these 10 dams for maintenance and operation. Lock and dam No. 11 were added to the system under the River and Harbor Act of March 3, 1905. These 11 dams make the Muskingum River navigable for a distance of 93 miles with a maximum depth of 4½ feet.

On April 22 a 70-foot break occurred in dam No. 10. In a short time water in the upper pool dropped more than 5 feet. Sewer lines of the city of Zanesville, which empty into this pool, are now exposed, creating a major hazard to the health of the community. The city health commissioner has found it necessary to declare the banks of the river "out of bounds." The possibility of

stench, foul odors, and even a serious health problem confront the community as we come into the summer months. United States Route 40 runs over the Y-bridge and several of these sewer openings empty within a few hundred feet of this bridge, over which travel daily thousands of motorists from every State in the Union.

Furthermore, wells upon which the city depends for its water supply depend upon seepage from the pool through adjacent gravel beds. The water level in the wells has dropped substantially. Unless the dam is replaced, four additional wells must be drilled at a cost of $240,000, and there is no assurance that this expenditure will serve to fulfill the city's needs. In addition, an extension of the sewage-outlet system will cost no less than $158,000. The city has no funds to meet this emergency and, in my opinion, the Federal Government is at least morally bound to replace this dam.

There is also the legal obligation of the Federal Government in this matter.

Last year the Senate Committee on Appropriations directed the Corps of Engineers to "operate and maintain all the locks and dams on the Muskingum River for the remainder of the fiscal year ending June 30, 1952 * * *."

Since this accident occurred on April 22, it is apparent that the date fell within the period that the structures were under the control of the Federal Government. In other words, all we are asking is that the Federal Government keep its contract with its people.

An announcement dated February 26, 1952, from the Huntington office of the Corps of Engineers, urged all interested parties to submit their estimates of benefits to be realized.

Soon after that announcement the State of Ohio entered into an exhaustive survey of the Muskingum River and the benefits that might accrue under probable State control. That survey has not been made public, and as of this date we know nothing of its recommendations or proposals. But, in any case, the report could not be considered without being presented to the legislature, and the next regular session of the Ohio Legislature will not convene until January 1953.

By this unusual chain of circumstances the municipality in this case was not prepared, nor had any reason to be prepared for this emergency.

By all reasonable expectations it could be asumed certainly, that with the Federal Government in control of the facility, and, even though there was some consideration of their release of that control to a State Government, no one can assume anything but that it was normal to expect that the properties taken over many years ago in workable condition would certainly be returned in a fairly reasonable condition.

There are other reasons for the request that the Federal Government replace this dam. Industry in Zanesville is dependent upon the city for industrial water supply. Ninety-eight percent of the city's water is used by business and industry. Only 2 percent goes for domestic use. These industries (a list of which I would like to submit for your consideration) will be definitely restricted in their production if the city's water supply is endangered due to this emergency.

We would like to call attention to the industrial expansion that is occuring in the Muskingum Valley at the present time. The building of the new Muskingum plant of the Ohio Power Co.: The location of the new plant of the Cleveland Graphite Bronze Co.; the recently announced location of the Globe Iron Works, are all part of the new expansion program in the Muskingum Valley below Zanesville.

We further believe that there is another reason, and one which is of importance to the Nation's defense efforts. We refer to the availability of the millions of tons of coal that will be within easy access to any atomic energy plant, such as that being considered for the Ohio River area at this time. There are literally millions of tons of unmined coal that are not farther away than 15 or 20 miles on either side of the Muskingum River. If the industrial expansion efforts of private industry, and if the national defense efforts of the Federal Government continue in this area as they have in the past 2 years, the availability of these enormous coal deposits right next door to the electric power plants will be doubly important and valuable to our Nation's defense efforts.

Therefore, we respectfully urge the approval of an appropriation sufficient to permit replacement of the dam:

(1) As an obligation due to a previous commitment to maintain the dams.

(2) As a supporting measure to our national defense efforts.

(3) As a provision to supplement and encourage the expansion of private industry, and

(4) As a moral obligation that has come about due to the emergency.

CLEVELAND HARBOR, CUYAHOGA RIVER PROJECT, OHIO

Senator TAFT. Mr. Chairman, in connection with the Cleveland project we have here the Congressmen from Cleveland. I will merely submit officially my request, representing the State of Ohio, for an appropriation that will enable them to proceed with this project.

Senator CORDON. This is Cleveland Harbor?

Senator TAFT. Yes, Cleveland Harbor. The project has been authorized. It is related to defense. The general purpose is to make possible the large development of steel production in the plants on the Cuyahoga River.

1953 BUDGET ESTIMATE

The steel companies themselves are spending $150 million in that development. The Federal share of this project is about half the total, I think, or perhaps less than that of the entire cost. The total remaining cost of the project is in the neighborhood of $13 million. The budget included $6 million. The Army engineers are in the position of being able to let contracts for, I think, two of the major projects regarding the relocation of bridges by this summer or fall. Those contracts would amount to approximately $6 million. There are some $900,000 left over from last year, I think, and the total of the contracts that can be let is in the neighborhood of $6,700,000.

The $6 million appropriation would enable them to proceed with these two contracts which are essential. They would like, of course, to get the whole $13 million, so that the money is all there and so that they can go right ahead with the entire project. I do not know just how soon the rest of it will be ready. They will testify as to that.

But, in any event, there is no possible reason, having started the project and with it being so closely related to this whole steel development, why we should not at least give them the money to let them go ahead with the contracts that are ready or will be ready shortly for letting.

LETTER FROM SENATOR BRICKER

I have also a letter from Senator Bricker, which I would like to submit as part of the record, making a similar request.

Chairman MCKELLAR. Without objection, the letter will be included in the record.

Senator TAFT. The letter contains a request for an appropriation of $13 million or at least the $6 million which was included in the budget. The House only gave them $3 million, but there seems to be no reasonable logic for the $3 million. If we are to go ahead with the project—and it is part of the whole steel program—it seems to me that at least the whole $6 million that the budget authorized ought to be appropriated.

(The letter referred to follows:)

UNITED STATES SENATE,
Washington, D. C., May 21, 1952.

Hon. KENNETH MCKELLAR,
Chairman, Appropriations Committee,
United States Senate

My DEAR MR. CHAIRMAN: As the result of an unfortunate conflict in committee schedules, I find it will be impossible for me to appear before your committee to urge your favorable consideration of the need for appropriating suf-

ficient funds to continue the excellent progress which has been made in the improvement of the harbor in Cleveland, Ohio. Inasmuch as the committee conflict to which I have referred involves my appearance before the Senate Judiciary Committee to urge the favorable reporting of Senate Joint Resolution 130, of which you and 13 other members of your committee are cosponsors, I hope you will consent to making this letter a part of your record of hearing.

Last year, you may recall, I submitted a statement to your subcommittee urging that there be appropriated sufficient funds to bear the Federal Government's share of this harbor project. Today, there is even more cause for Federal appropriation of the necessary funds. In my statement last year, I pointed out that the steel companies located on the Cuyahoga River were prepared to spend about $100 million to expand their facilities for the production of steel necessary to our defense effort. Today, revised estimates put that figure in the neighborhood of $150 million. There is no question that the products of these steel plants along the Cuyahoga River, as well as the other industries there located, are essential to the success of any defense effort we may be called upon to make. As I understand it, the national defense interest has been clearly proved to the satisfaction of both Mr. Manly Fleischmann, the Administrator of the Defense Production Administration, and Mr. John D. Small, Chairman of the Munitions Board.

Witnesses from Cleveland will demonstrate to your committee the splendid progress that has been made to date. If the expanded steel facilities now planned are to be fully realized and properly integrated into the defense-production program, it is essential that the improvement of the Cuyahoga River be pushed forward during the coming fiscal year.

I will appreciate your earnest consideration of the presentation of Mr. Reynolds and his associates from Cleveland, and I want to thank your committee for the opportunity of offering this letter for inclusion in the record.

Sincerely yours,

JOHN W. BRICKER.

COMPLETION OF PROJECT

Chairman MCKELLAR. Senator, could they use the whole $13 million?

Senator TAFT. The Engineers will have to answer that question.

General CHORPENING. Mr. Chairman, if we get our funds in this year, by the beginning of the fiscal year, we could place all of the remaining work, we believe, under contract within the fiscal year 1953.

Senator CORDON. You mean $6 million?

General CHORPENING. I am talking about the $13 million.

Senator TAFT. The $6 million will be ready by the 1st of October or some such date.

General CHORPENING. We can go ahead on that. We are moving ahead on that.

Senator CORDON. The House has only allowed $3 million?

General CHORPENING. The House reduced our request to $3 million.

Senator CORDON. What would you do with $3 million?

General CHORPENING. It would provide for only one of the bridges.

Senator HAYDEN. How long would it take to complete the whole project?

General CHORPENING. If we got all of the funds this year, we would be able to complete the entire project probably sometime in the fiscal year 1954. We will place it all under contract, we think, this coming fiscal year, fiscal year 1953.

Senator HAYDEN. Under the old system we had so much cash and so much contract authority. How much cash could you spend during the next fiscal year?

General CHORPENING. I would think that we would not be able to spend any more cash than $6 million or $7 million, actually spend that in this fiscal year; but the total amount would be applied to contracts and would be obligated.

Senator CORDON. General, you are authorized to make a contract for the whole job, that contract carrying the legal requirement that it is subject to future appropriations; are you not?

General CHORPENING. Yes, sir; we can do that under a continuing contract, but there is a limitation. We like to have a reasonable amount of funds that we may be able to put up.

Senator CORDON. Suppose you got the $6 million out of the $13 million. Would you deem that reasonable? That would bring you awfully close to regulation X.

General CHORPENING. There are individual bridges with individual railway companies. There are individual components of the whole project that are involved.

Senator CORDON. They would do their own work, would they?

General CHORPENING. Yes, sir.

Senator CORDON. You would simply have to have your contracts with them to pay them the reasonable cost of it?

General CHORPENING. That is correct. It is a little bit different here than where we are making the contracts ourselves. I probably should have brought that out.

Senator CORDON. I asked the question on the assumption that the Corps of Engineers would be doing the work.

General CHORPENING. No, sir.

Chairman MCKELLAR. Any questions, Senator Hayden?

Senator HAYDEN. No, Mr. Chairman.

Senator TAFT. I thank the committee. The three Congressmen from Cleveland are here. I think they would like to be heard.

Chairman MCKELLAR. All right, sir. We are very much obliged to you.

Congressman Crosser, we will be glad to hear from you now.

STATEMENT OF ROBERT CROSSER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF OHIO

CLEVELAND HARBOR, CUYAHOGA RIVER PROJECT, OHIO

Representative CROSSER. Mr. Chairman, I do not think there is much I can add.

Chairman MCKELLAR. You and I served in the House together many years ago.

Representative CROSSER. Yes, sir, that is a fact. I was saying that you were here when I first came. That is several years ago.

Senator HAYDEN. Your face looks familiar to me, too.

Representative CROSSER. That gentleman was also here at the same time, so I feel more or less at home with this committee.

I think the merits of this request here are so very obvious that it would be almost foolish for me to do any emphasizing by way of argument on the subject. Here is an undertaking that should be promoted in the most rapid fashion possible, not only from the standpoint of national defense but also from the standpoint of commercial progress.

Here we have big institutions up along this river producing steel in the most unusual quantities, and all of the time they are having difficulties in getting ships in and out of this river. While I think the wise thing to do would be to appropriate the whole $13 million, the least that should be provided now, would be the $6 million which will enable the engineers to go on with the project and assure prompt action.

Senator HAYDEN. You would not suspect that the House of Representatives made that cut with the idea in mind that then the upper Chamber would increase it?

Representative CROSSER. I was taught at one time never to question anybody's motives. When I ask for $6 million I mean $6 million. And if it were $10 million, I would be ready to say that.

I am not on the Appropriations Committee, my old colleague, and you know how reluctant I am to intimate that they may be rather penurious or that that might be the real explanation.

Thank you, Mr. Chairman.

Chairman MCKELLAR. Congressman, let me ask you this: I note that the whole project will cost $25,272,000, according to the estimate here contained in table 1, and that $11,228,000 has already been spent.

Representative CROSSER. Yes, sir.

Chairman MCKELLAR. The budget estimate was $6 million, was it not, General?

General CHORPENING. Yes, sir.

Chairman MCKELLAR. And the House allowed only $3 million?

Representative CROSSER. Yes; I can give you no explanation for that. Do not ask me to answer the impossible.

Chairman MCKELLAR. I will not ask you.

I know that you are always alert to the interests of your State and district. I am glad to see you over here.

Representative CROSSER. Thank you, sir.

Chairman MCKELLAR. I am always pleased to see you.

Representative CROSSER. Thank you very much, sir. I assure you that it is as great a pleasure for me to appear as it is for you to have me.

Chairman MCKELLAR. Thank you. Are there any questions?

If not, may we have the statement of the next Congressman?

STATEMENT OF HON. MICHAEL A. FEIGHAN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF OHIO

CLEVELAND HARBOR, OHIO

Representative FEIGHAN. Mr. Chairman and members of the committee, I appreciate the opportunity of appearing.

Chairman MCKELLAR. Come right around and sit down or stand, as you like.

Representative FEIGHAN. Mr. Chairman, the mouth of the Cuyahoga River is in my district, and I am quite familiar with its contour and also the impediments that exist for the transportation of ore and other materials so necessary for the national defense. It is my belief that it would be better and more advisable to enable the entire project to be completed.

The city of Cleveland, as well as many of the industrial companies, are participating to a very considerable extent. While I hope that the full $13 million might be appropriated, I certainly feel that as a minimum at least the $6 million should be appropriated so that that first portion of the program to which the general referred may be completed.

There are, of course, many experts here, and we also have a very excellent graph which will give you a very clear conception of what the problem is.

BUDGET REQUEST

Chairman McKellar. I understood the general to say a while ago that they could spend only about $6 million in the coming year. Is that correct?

General Chorpening. Yes, sir. I would like to review that and be sure that it is about right.

Chairman McKellar. And the recommended amount is $6 million?

ORIGINAL BUDGET REQUEST

General Chorpening. That was the recommendation of the budget, sir.

Senator Hayden. How much did you ask of the budget?

General Chorpening. $6,445,000, sir.

I would like to say on that that the Senators probably realize that we do have a ceiling that we have to work toward.

Chairman McKellar. Are there any questions, gentlemen?

All right, Congressman, we are very much obliged to you.

We will be glad to hear at this time from Congressman Bender.

STATEMENT OF HON. GEORGE H. BENDER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF OHIO

CLEVELAND HARBOR, CUYAHOGA RIVER PROJECT

Representative Bender. Mr. Chairman and members of the committee, even though our senior Senator from Ohio, the Honorable Robert A. Taft, is an extremely busy man and very much in demand these days, he is here with us this morning appearing before you in behalf of the Muskinghum project and also in support of the $13,000,000 so sorely needed for the Cuyahoga River project in Cleveland. I am sure if he didn't recognize the urgency of these appropriations, he would not have come here to plead with you.

My two Democratic colleagues, Representatives Crosser and Feighan, are here asking that this money be appropriated. Like Senator Taft, I am a Republican; however, this project transcends all political considerations. I am sure if it were possible for Cleveland's Democratic mayor, Thomas Burke, to be here, he would again support us in our request for this appropriation. The brochures supplied by the citizens of Cleveland to the members of this committee outline in detail and graphically the importance of this undertaking. During the past several years, over $150,000,000 has been spent by private interests in enlarging their plants along this waterway. The Federal

Government, since the Seventy-fourth Congress, has included the Cuyahoga River as a part of their responsibility. The $13,000,000 requested here is matched by a like sum by city, local, and other interests.

Chairman McKellar. Are there any questions?

Senator Cordon. Have you any idea how many people are employed in the plants immediately tributary to the river?

Representative Bender. I would say conservatively 60,000 or 70,000 people.

Senator Cordon. Mr. Chairman, may I ask a question of the general?

Chairman McKellar. Indeed.

Senator Cordon. I notice on the map that is before us, General Chorpening, that the proposed improvements are shown in red. I notice down near what I take to be the new mouth of the river a red patch and what seems to be a proposed bridge. Now, would the money provided this year be used at that point?

General Chorpening. Yes, sir; that is correct.

REPLACEMENT OF BRIDGE AND WIDENING OF CHANNEL

Senator Cordon. How much money will it take to do whatever work is necessary at that first point which would appear to be work that is absolutely essential if you are going to have any navigation on any part of the river?

General Chorpening. It is estimated as $3,370,000.

Senator Cordon. What will that amount do? What can you do with that amount at that point? All we see here is a rectangular or odd-shaped portion of the map in red and a bridge across it.

General Chorpening That will replace the bridge and widen the channel.

Senator Cordon. That is, the red section is the area that will be excavated with the result of widening that navigable stream?

General Chorpening. That is correct, sir.

Senator Cordon. And that will be included in the $3,300,000?

General Chorpening. Yes, sir.

Senator Cordon. So that that figure will complete that first segment of the proposed work?

General Chorpening. That is correct, sir.

Senator Cordon. Now, take the next one, which is Baltimore & Ohio Railroad bridge.

STATEMENT OF OLIVER A. REYNOLDS, VICE PRESIDENT, CLEVELAND CHAMBER OF COMMERCE, CLEVELAND, OHIO

CLEVELAND HARBOR PROJECT, OHIO

Mr. Reynolds. The first project is No. 9.

Senator Cordon. What about No. 3?

Mr. Reynolds. The bridges are to be replaced depending on the menace that they are to navigation, so that they do not move right along. The first bridge replaced was No. 25, which is up at the head of navigation. That was the greatest menace, so it was replaced first.

Senator CORDON. This patch that I have mentioned at the mouth of the river does or does not represent your No. 1 job on the river?

Mr. REYNOLDS. No. 9 is the first one that we are going to continue with the new funds. This one here [indicating] is the first one, and this one here is the second.

Senator CORDON. All right. What will it cost to do the job for No. 9?

General CHORPENING. Some of our 1952 funds were applied to that bridge, and the remainder required is $2,274,000 for fiscal 1953.

Senator CORDON. You have in round numbers $5,500,000 for those two projects?

General CHORPENING. Yes, sir.

Senator CORDON. That would be reasonably within the $6 million taking care of any contingencies.

What would be the third project?

General CHORPENING. The next one would be No. 15.

Mr. REYNOLDS. That is right here, sir.

General CHORPENING. And after that would be No. 3.

Mr. REYNOLDS. No. 3 is right here.

Senator CORDON. What is the estimated cost of No. 15?

General CHORPENING. Four million and two hundred and eight thousand dollars.

Senator CORDON. And the estimated cost of No. 3?

General CHORPENING. Three million and twelve thousand dollars.

Senator CORDON. Thank you. Those are all of the questions I have.

Chairman MCKELLAR. All right, sir; we are very much obliged to you.

All right, who is the next witness?

STATEMENT OF JOHN B. SIMPSON, JR., SECRETARY TO HON. FRANCES P. BOLTON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF OHIO

CLEVELAND HARBOR, CUYAHOGA RIVER PROJECT

Mr. SIMPSON. Mr. Chairman, Congresswoman Bolton regrets very much that she is unable to appear personally. She is very much in favor of this project.

I have here a statement which she has asked me to file with the committee.

Chairman MCKELLAR. The statement will be inserted in the record.

(The statement referred to follows:)

STATEMENT BY HON. FRANCES P. BOLTON RELATIVE TO THE APPROPRIATION OF FUNDS FOR CLEVELAND HARBOR

Mr. Chairman and members of the committee, it has been my privilege to appear before this committee, as you well know, on several other occasions to present the need for Federal funds for the improvement of the Cleveland harbor. At no time have I come when the matter was so urgent as now.

The Republic Steel Corp. and the Jones & Laughlin Steel Corp. are spending approximately $150 million to provide additional steel-making facilities in their plants on the Cuyahoga River. The efforts of these great steel companies to produce more steel for the national defense program will be defeated unless the necessary harbor improvements are made.

Each spring steel plants along the Cuyahoga River are short various kinds of raw materials such as ore and limestone because of their inability to move a sufficient quantity by water transportation during the navigation season. This is partly due to the limited size of the ore carriers that are able to navigate the Cuyahoga River. The average size ore carrier using the Great Lakes shipping lanes at the present time is 589 feet long whereas the average size ore carrier calling at ore docks on the Cuyahoga River is only 475 feet long.

The reason that small vessels are used now on the Cuyahoga River is because larger vessels cannot move through the railroad bridges that are to be replaced under this improvement program. Marine consultants advise that large ore carriers will be able to operate successfully the entire length of the navigable section of the Cuyahoga River when the old railroad bridges that are a hindrance to navigation are replaced.

It has been said that Cleveland steel plants are in a position similar to that of an electric power plant that has tremendously increased its power facilities and yet has made no provision to enlarge and extend its transmission lines.

May I recall that this project has been approved as necessary in the interest of national defense by Manly Fleischmann, Administrator of the Defense Production Administration, and John D. Small, Chairman of the Munitions Board. Mr. Small has said, "The present large expansion of the steel industry in the Cleveland area will require additional transportation facilities. From a defense viewpoint, this is a meritorious project, and its early completion is warranted."

The city of Cleveland has already made many improvements, building highway bridges, widening bends, facilitating easements. The railroad companies and the industries located on the banks of the Cuyahoga are ready to pay their share of the cost to make these necessary harbor improvements.

I cannot emphasize too strongly that the replacement of the obsolete railroad bridges is a joint enterprise in which the railroads can do no more until the Government is ready to do its part.

Mr. Chairman, may I say that I would not bring this matter to your attention again were I not deeply convinced that this project is of vital importance to the whole preparedness program. The urgent interest of our industrial output and so of our national security will be served by these much-needed improvements in the port of Cleveland.

Mr. Oliver Reynolds, of the Cleveland Chamber of Commerce, and the other distinguished gentlemen from Cleveland will discuss the technical details with you.

Thank you for your earnest consideration of this matter.

NAVIGATION IMPROVEMENTS

Chairman McKellar. All right, Mr. Reynolds, will you proceed, sir?

Mr. Reynolds. We appreciate very much this opportunity of appearing before the committee again. We had the pleasure of appearing before the committee last July, and you were very kind to recommend an appropriation of $1 million. That enabled us to move forward on the program as far as bridge No. 9 is concerned. We hope that part of that construction will be under way in a very few months now.

I want to say in the beginning that Senator Bricker was unable to be here and has filed a statement with the committee.

This project has been under way now for a number of years and is about 60 percent finished. You will note the sections in blue on the map are the finished sections. They were improved at a time when work could be done much cheaper than it can today. So we really have the biggest part of the program under way and finished.

Our main project now is to complete these five railroad bridges that are a hindrance to navigation.

Senator Cordon. May I interrupt at this point to ask one question?

Mr. Reynolds. Certainly, Senator.

STEEL-PLANT EXPANSION

Senator CORDON. I notice in your statement that you call attention to the expected early completion of a $150 million steel-plant expansion program. Is that expansion the result of the defense effort steps that have been taken since the Korean situation developed?

Mr. REYNOLDS. Yes, sir; these are all improvements that have been made since the Korean situation developed. The project will be finished in part this year and in part next year. When the steel plants are completed, they will practically have doubled the capacity on the Cuyahoga River. That has created a situation that is very serious.

Representative CROSSER. You mean it will have doubled the capacity of the steel plants.

Mr. REYNOLDS. Thank you. The capacity of the steel plants will then be about doubled.

TRAFFIC CAPACITY

We move only about 2,300 vessels on the Cuyahoga River in a navigation season. This new capacity of the steel plants will necessitate the movement of about 300 additional cargoes.

Now, we have a very narrow river. It is a problem moving the boats through these narrow bridge openings of the railroads, and we are very anxious to get the new projects put in. The situation is so important on the Cuyahoga River from the standpoint that there is danger in moving boats, so many boats in a narrow river with these narrow bridge openings that the Corps of Engineers have asked Cleveland to put in a traffic-control system on the river. I think this is the first traffic-control system that has ever been put in, in the Great Lakes, anyway.

Senator CORDON. What moves chiefly, ore?

Mr. REYNOLDS. Ore and limestone. They will move about 11 million tons when this improvement is finished.

Senator CORDON. That movement is a direct part of this defense effort, is it not?

Mr. REYNOLDS. Yes, sir.

Senator CORDON. Go ahead.

Mr. REYNOLDS. In 1938 we were moving about 7 million tons, so we really are increasing the amount of tonnage.

Chairman MCKELLAR. That is articles?

Mr. REYNOLDS. Yes, sir; both the iron ore and the limestone.

Senator CORDON. The limestone is used in connection with the iron ore and in the making of steel?

Mr. REYNOLDS. Yes, sir.

STEEL PRODUCTION

Chairman MCKELLAR. About how much steel is it expected to produce in 1953?

Mr. REYNOLDS. The amount of steel that they expect to produce in 1953 is 3,989,000 tons as compared with 1,767,000 tons in 1938. I can give you the figures on the iron and limestone that will be needed in 1953. That amount is 11,990,000 tons.

Now, I would like to state a little more about this traffic system. Last year they had a rather serious accident in Buffalo Harbor. We

move a lot of vessels containing petroleum products on the river, and some of these boats are towed by towboats, and the bargers are rather small. They come in from New York up through the canal. The Corps of Engineers felt that we should have a traffic system so that we can control every boat that goes on the river.

Now that is underway and we expect to have it put into operation before this season's navigation is over.

WIDTH OF CHANNEL

Senator CORDON. What is the average width of the channel?

Mr. REYNOLDS. It runs from 200 to 300 feet.

Chairman MCKELLAR. What depths do you have?

Mr. REYNOLDS. Well, we have 21 feet now. Twenty-three feet has been authorized, and we expect eventually to go to 25 feet.

Chairman MCKELLAR. May I interrupt you at this point to say that there is a roll call in the House. Some of the Congressmen present may desire to leave.

Representative FEIGHAN. We appreciate the opportunity of appearing very much, Mr. Chairman. We are sorry to have to leave.

Representative CROSSER. Thank you very much, Mr. Chairman.

Mr. REYNOLDS. The plans are all finished for the next two projects. I would like to state that this project has had the approval of the Defense Production Administration and the National Production Administration and of the Munitions Board. Letters to that effect are on file in your office, Senator.

I think that is about as far as I will go into this matter now, unless there are some questions. We have other witnesses whom I would like to call upon. They will be very brief. We hope to be finished very shortly.

Chairman MCKELLAR. Go right ahead, sir.

Mr. REYNOLDS. Thank you, sir.

(The prepared statement submitted by Mr. Reynolds follows:)

STATEMENT BY OLIVER A. REYNOLDS, VICE PRESIDENT OF THE CLEVELAND CHAMBER OF COMMERCE, CLEVELAND, OHIO

The Cleveland, Ohio, delegation appreciates very much this opportunity to appear before your committee to explain the need for Federal funds to finish the Cleveland harbor improvement project which is more than 60-percent completed. The project has been approved by Congress and is described in House Document 84, Seventy-fourth Congress, second session (1936) and House Document 629, Seventy-ninth Congress, second session (1946). At the hearing before this committee on July 25, 1951, we presented a number of charts and enlarged photographs showing navigation conditions along the Cuyahoga River; we will not duplicate our testimony at this hearing, but we would like to call your attention to the large drawing of the Cuyahoga River that is on the easel before you. You will note that only a few improvements are still necessary to permit the larger ore carriers to navigate to the ore docks at the head of navigation.

The movement of vessels on the Cuyahoga River at Cleveland will become exceedingly hazardous in 1953 and 1954. At that time, the $150,000,000 steel-plant expansion programs will be completed; the new blast furnaces, open-hearth furnaces and other steel-making facilities will be operation. The capacity of these steel mills located along the banks of the Cuyahoga River is expected to reach 3,989,000 tons in 1953 as compared with 1,767,000 tons in 1938. To adequately supply such a capacity schedule, 11,990,000 net tons of iron ore and limestone will be needed in 1953, whereas only 7,611,192 net tons were needed in 1950. This enormous increase will require 300 additional cargoes of raw material for

the steel mills being added to the normal volume of river traffic which consists of some 2,800 in-bound vessels with drafts of 12 to 26 feet. Nineteen million tons of traffic move to and from the port of Cleveland during the navigation season.

There are only five railroad bridges remaining to be replaced in the Cuyahoga River project. Vessels moving up the Cuyahoga River have to maneuver their way through three of these narrow railroad-bridge openings before getting to the first of the steel plant docks, and any vessels moving to the ore dock south of Clark Avenue (the Jones & Laughlin Steel Corp. or the Republic Steel Corp. docks) have to move through all five of the narrow railroad-bridge openings before they reach their destination. These bridges seriously delay vessels and reduce the number of round trips that can be made in a navigation season.

Vessel movement on the Cuyahoga River will be increased to such an extent by 1953 that the Corps of Engineers have requested that a traffic control system be put into operation at Cleveland's inner harbor in order to prevent accidents. This traffic control system is now being organized, and in 1953 no vessel will be able to move into Cleveland's harbor without first receiving instructions from the vessel dispatchers or the harbor master. Cleveland will be the first port on the Great Lakes to have complete control over its vessel traffic.

Working plans are completed on the next two railroad bridges on the priority list, New York Central Railroad bridge No. 9 and New York Central-Pennsylvania Railroad bridge No. 1, and the working plans for the other three railroad bridges could be ready in 6 months. All non-Federal interests at Cleveland are prepared to go forward with their share of the improvement program as soon as the Federal Government's share of funds is made available. The latest cost estimates for these bridges are as follows:

	Federal cost	Non-Federal cost	Total cost
Bridge No. 1	$3,534,000	$2,298,000	$5,832,000
Bridge No. 3	3,024,000	272,000	3,296,000
Bridge No. 9	[1] 2,389,000	469,000	2,858,000
Bridge No. 15	4,236,000	590,000	4,826,000
Bridge No. 19 (new pier)	354,000	62,000	416,000

[1] Note: $925,000 already appropriated for this bridge.

In asking Congress for $13,537,000 to pay the Federal Government's share of the cost to complete the railroad bridge replacement project at the port of Cleveland, we are doing so in hopes of coordinating this project with the completion of the steel mill expansion programs, and thereby provide a means to adequately supply raw materials for the new steel-making facilities and keep them in full operation.

The Cleveland Harbor project has been declared a necessity in the interest of national defense by Manly Fleischmann, Administrator of the Defense Production Administration and the National Production Authority, and by John D. Small, Chairman of the Munitions Board. Letters to this effect are on file with your committee.

I want to again thank the committee for this opportunity to be heard on the improvement of the Cleveland Harbor. We will greatly appreciate it if the committee will approve the appropriation of $13,537,000 to complete this project in the fiscal year 1953 as it is so necessary in connection with the manufacture of steel for national defense purposes.

STATEMENT OF HARRY N. HOBART, EXECUTIVE ASSISTANT TO THE MAYOR OF THE CITY OF CLEVELAND

CLEVELAND HARBOR, OHIO

Mr. REYNOLDS. I would like next to call Mr. Hobart who is the executive assistant to Mayor Burke of Cleveland.

Chairman MCKELLAR. All right, sir, will you come forward, please?

Mr. HOBART. Mr. Chairman and members of the committee, our Congressman spoke about our good friend Mayor Burke. I am here representing him today.

LOCAL COST OF IMPROVEMENTS

We in this city have already spent about $12 million of city money on this project. We are in the process of spending about $2 million more to eliminate the last bend in the Cuyahoga River. In addition we have taken out five highway bridges and one railroad bridge. We have replaced the highway bridges with three instead of five which very materially cuts down the transiting time of the river.

Now, all of the use of the river cannot be had until all of the improvements are in which includes the bridges which we are here asking money for today.

Up to the present time we have cut down the transiting time of the river by about 40 minutes each way. With the completion of all of these bridges we will be able to very materially cut down further, possibly as much as an hour in the transiting time each way, which is a very vital thing as far as the steamboats go.

Now, this central control committee that Mr. Reynolds has already mentioned is a voluntarily set up group that will be controlled ultimately by the harbor master of the city of Cleveland who has police powers on the river. In case the controls are not followed voluntarily, he will be called on on behalf of the city to enforce those controls.

I think that is all I have to say, and I thank you.

Chairman McKELLAR. We are very much obliged to you.

(The letter from the mayor of the city of Cleveland follows:)

CITY OF CLEVELAND, *May 19, 1952.*

Re Cuyahoga River improvement program.

CIVIL FUNCTIONS SUBCOMMITTEE, COMMITTEE ON APPROPRIATIONS,
United States Senate, Washington, D. C.

GENTLEMEN: The city of Cleveland has spent up to the present time approximately $12,000,000 on the improvement of the Cuyahoga River and is presently negotiating for property at Irishtown Bend, which is the last major project improvement on the main channel of the Cuyahoga River. It is estimated this improvement will cost approximately $2,000,000, which money is now on hand, and will make a total of about $14,000,000 as the city's share of the river improvement.

Included in the improvements so far completed by the city are the removal of five old highway bridges and one railroad bridge. Three of the highway bridges were replaced with new, while the other two and the railroad bridge were not replaced, thus leaving the river with three less bridges to be negotiated by the vessels transiting the river. In addition, many of the bends have been widened and for that purpose land purchases were made and sheet steel bulkheading installed as called for in the plans. The completion of the above part of the plans has reduced the transiting time in the river about 40 minutes.

However, the full benefits of the work so far completed cannot be realized until such time as the old railroad bridges, with their obstructing piers, have been removed and replaced with new. With the completion of the entire project and navigating time on the river will be still further materially reduced.

The steel companies in the upper river area are presently engaged in very extensive expansion plans, some of which have already been completed. This increase in capacity for steel making is even now increasing the demand for raw materials such as iron ore and stone and will continue to require more raw materials as the entire project is completed. In order to make it possible to supply these additional raw materials it is very necessary that the river improvements be completed as rapidly as possible.

We, in Cleveland, are making every effort possible to expedite the movement of vessels in the river under the present conditions. To that end we are in the process of setting up a traffic control of all vessels using the river facilities. Under this control plan all traffic on the river will be dispatched both in-bound

and out-bound from a central office which will be under the ultimate control of the harbor master of the city of Cleveland. This control is made necessary due to the fact that there are many places in the river where it is impossible for vessels to pass each other, and with a control such as is proposed we will be able to eliminate a very considerable loss of time because of this condition.

On behalf of Mayor Thomas A. Burke and the entire city of Cleveland, we respectfully request that you give our application for funds every possible consideration to the effect that this program may be completed by 1953.

Yours very truly,

HARRY N. HOBART,
Executive Assistant to the Mayor.

STATEMENT OF LEONARD LARSON, CHIEF ENGINEER, CLEVELAND DISTRICT, REPUBLIC STEEL CORP., CLEVELAND, OHIO

CLEVELAND HARBOR, OHIO

Mr. REYNOLDS. Our next witness, Mr. Chairman, is Mr. Leonard Larson, who is the district engineer for the Republic Steel Corp.

He will speak for the other two steel companies on the river as well.

Chairman MCKELLAR. Very well, sir.

Mr. LARSON. Mr. Chairman and members of the committee; I have been chief engineer of Republic's Cleveland district plant for the past 13 years. During that period there has been a steady growth of the steel industry—and I am speaking particularly for Republic and with general knowledge of the other two companies, Jones-Laughlin and American Steel & Wire—to the end that the tonnage has gradually grown. In steel we talk about ingot tonnage. Today Republic has about 2 million tons of ingot production a year and the other two companies on the river, all located well toward the head of navigation on the river, is about three-quarters of that of Republic.

TRAFFIC TONNAGE EXPANSION

In 1950 Republic and the other companies as well, but I speak particularly of Republic launched a tonnage expansion program which increased that tonnage by about 40 percent. That program has been under way intensively from late 1950 until the present time. Within the next 3 months all of these facilities will be in operation and crying for ore and raw materials.

Somebody has said here that we will be ready in 1953. Republic is ready now. They have one blast furnace that has been put in within the last 30 days, and I know that Jones-Laughlin put in a blast furnace within the same period. In fact, we had a race as to who was going to get theirs in first. We beat them by 10 days.

Chairman MCKELLAR. That must have been a close race.

Mr. LARSON. In addition to ore and limestone for the producing facilities on the river, Republic has five large steel plants operating in northern Ohio at Warren, Youngstown, Canton, and Massillon, all of whom have blast-furnace operations.

There is considerable ore brought in from the mines over the Great Lakes up the Cuyahoga River and then reloaded by rail for transport to the inland plants.

A particular thing that I would like to bring out here is that at the head of navigation on the Cuyahoga River, which is noted there

in the upper left-hand corner of that map, are two blast furnaces one of which was installed in 1943 and one of which was completed in this new program. They are among the two largest and most modern furnaces in the country, and they sorely need transportation facilities to get raw materials or limestone to them and pig-iron production away from them.

There are some products including pig iron, that are shipped via water. Republic, upon the completion of this expansion which I say will be completed in the next 3 months will have a requirement of upward of 600 cargoes a year. Republic is now in the carrier business, and within the last 2 years they have had two large vessels operating on the Great Lakes.

Until these improvements are completed, not started, but completed, they will be unable to enjoy transportation up the river.

In closing, the facilities on the river will benefit not only the industry that is located immediately on the river, but the whole northern Ohio area because they are indirect feeders from prime production on the Cuyahoga.

Chairman McKellar. We are very much obliged to you, sir.

(The prepared statement by Mr. Larson follows:)

STATEMENT OF LEONARD LARSON, CHIEF ENGINEER, CLEVELAND DISTRICT, REPUBLIC STEEL CORP.

My name is Leonard Larson. I am chief engineer of Republic Steel Corp.'s Cleveland district steel plant located along the Cuyahoga River at head of navigation about 5½ miles upstream from the Cleveland Harbor. This plant has undergone considerable growth since its acquisition by Republic Steel Corp. in 1935, through the addition of a large continuous strip mill in 1937, new blast furnace and coke-oven extensions in 1943, and additions and enlargement of open-hearth furnaces in the period from 1945 to 1950, whereby its present ingot capacity has been increased to approximately 2,000,000 tons per year.

We are now nearing completion of a further expansion program consisting of principal units as listed below, involving an expenditure of over $100,000,000 which will further increase our ingot capacity to approximately 2,700,000 tons per year with corresponding increase in products and raw material requirements:

One blast furnace
Two batteries (63 ovens each) of byproduct coke ovens
Open-hearth unit with four 300-ton open-hearth furnaces
New soaking pits and blooming mill improvements
Expansion of strip mill heating, rolling, annealing, and finishing equipment
Expansion of steam and power generating facilities

We are vitally dependent on the Cuyahoga River for transportation of iron ore, limestone, and for cargo shipment of some of our products. With the completion of new facilities now under construction, all of which will be in operation within the next 3 months, it is essential that bottlenecks in the Cuyahoga River be remedied before we can realize our anticipated increase in production. Republic is only one of three steel companies shipping iron ore into the Cuyahoga River for consumption in blast furnaces located along the river.

We now consume 2,600,000 tons of iron per year, the equivalent of 260 cargoes in an average-size lake carrier. New facilities now under construction will increase above ore requirements to approximately 3,600,000 tons per year. We also receive about 90 cargoes of limestone and other commodities per year, which will increase to approximately 125 cargoes upon completion of new facilities. In addition to the above there is a substantial tonnage of iron ore and other commodities received via water at our Cleveland docks, which is reloaded via rail to Canton, Massillon, Warren, and Youngstown, Ohio, where Republic also operates large steel plants. Our total requirements upon completion of new facilities will be over 625 cargoes per year. The available shipping season on the Great Lakes is approximately 6 months per year.

The trend for transporting increased ore requirements from the mines to plants in Great Lakes area is to replace present smaller and obsolete ships with

larger and faster units. During the past year Republic has placed three large carriers in service, which will not be able to navigate on the Cuyahoga River until proposed improvements are completed.

It is significant to note that two of Republic's six blast furnaces in the Cleveland plant, one completed in 1943 and the other completed and placed in operation within the past month, with the largest capacity in the country, are located at the head of navigation on the Cuyahoga River where their production performance is intimately tied in with adequate and economic transportation of ore.

The early completion of proposed improvements on the Cuyahoga River is urgently needed to obtain maximum steel production in the Cleveland area for national defense and domestic needs. These improvements will also indirectly benefit manufacturing facilities in the northern Ohio area.

STATEMENT OF LYNDON SPENCER, PRESIDENT, LAKE CARRIERS ASSOCIATION

CLEVELAND HARBOR, OHIO

Chairman McKELLAR. Will you go ahead, Mr. Reynolds, please?

Mr. REYNOLDS. I would like next to introduce Admiral Spencer who is president of the Lake Carriers Association.

Chairman McKELLAR. All right, sir, we will be glad to hear from you.

Mr. SPENCER. Mr. Chairman and gentlemen of the committee, the people who have spoken before me have brought out the main facts in this case. There is one thing that I would like to point out on the chart, and that is that many of these facilities for making steel are above all of the desired improvements. It is true, as has been said before, that an order of precedence was set up, and each bridge replacement that is made allows a little bit larger vessel to go up. But until they are all made, we can't get the large vessels that we are building today up this river.

The number of small vessels is limited. They can make only so many trips a day. If we are going to deliver these additional cargoes that are needed up there, we must put the larger vessels into operation.

I might point out that the Great Lakes shipping industry is building 18 new ships at a cost of pretty close to $6 million each to enter into this trade to meet the needs of the defense effort for additional materials. Those vessels can be used in some trades, but they cannot be used up this river until we get these improvements made. Each of these new vessels runs from 602 to 710 feet in length and will have a beam of from 67 to 71½ feet. Their carrying capacity will be between 18,000 and 19,500 gross tons each.

At the present time the largest vessel we can get up there will carry only about 8,000 gross tons to 8,500 tons or so. Unless we get these larger vessels, the shipping industry is going to have a pretty tough problem to deliver the materials that the old facilities and the new facilities both will need.

As has been pointed out the city of Cleveland has spent a great deal of money and is ready to go ahead with more improvements that are charged to the city. The railroads have indicated their readiness to go ahead with their part of the expense of replacing the bridges. All we are waiting for now is the money which represents the Federal Government's share in this project.

I would like to point out that this project is an approved project, that Congress has already acted upon it. It is simply a question of

whether we get the money in driblets resulting in delays or whether we get it all at once and get the work started that much sooner so that we can deliver the cargoes that are neded up there.

Thank you very much.

Senator CORDON. Do you know, Admiral, that there are several billions of dollars worth of projects that Congress has acted on and authorized. However, we cannot put them all in this year.

Mr. SPENCER. I realize that, sir. We present our case, and it has to be left to your judgment.

Senator CORDON. Go right ahead do the best job you can.

Chairman MCKELLAR. Let me ask you this: The general said a few moments ago that they would spend about $6 million this coming year.

Mr. SPENCER. Yes, sir.

Chairman MCKELLAR. Would you be satisfied with that?

Mr. SPENCER. We have to be satisfied with whatever we can get, sir. I think I heard the general say, too, that he could let contracts before the end of the next fiscal year for the whole amount.

Now, I don't know the procedure. The Senator from Oregon indicated that he could probably do that even if he didn't have the money. I don't know how much chance the Corps of Engineers can take along those lines.

Senator CORDON. We have a peculiar situation there. If he were letting the contracts, I doubt that he would be in a position to get action from the private owners who would themselves build their own corrective structures. I am a little afraid that he would be in a bad position.

Mr. SPENCER. I think that is right, sir. I think each of these bridges is a separate contract let by the railroad company under the supervision of the Corps of Engineers who have previously decided how much of the cost of that bridge they will pay. So the contract, I believe, is not in the hands of the engineers.

That is all I have to say, sir.

Chairman MCKELLAR. Are there any questions?

If not, we are very much obliged to you.

(The prepared statement by Mr. Spencer follows:)

STATEMENT OF LYNDON SPENCER

My name is Lyndon Spencer. I am president of the Lake Carriers' Association, whose members operate 318 bulk-cargo vessels on the Great Lakes.

You have been shown a chart of the Cuyahoga River, in Cleveland, Ohio, on which has been indicated the work that is to be done in this river to improve the navigation conditions.

You have also been told the expansion program now taking place at the steel mills located along the Cuyahoga River. As a result of this expansion program, more and more of the materials used in steel making will have to be delivered to these facilities. The next 2 years will see an increase of about 4 million net tons in the amount of iron ore and limestone that must be delivered at Cleveland to insure complete use of the new steel-making facilities. This is an increase of nearly 50 percent in these two basic commodities.

The operators of bulk-cargo vessels are enlarging their fleets to provide the extra tonnage needed at Cleveland and many other ports. At least 10 new vessess will enter the trade during 1952 and at least 8, and possibly as many as 12, will start operations in 1953. All of these new ships are going to be big. They will range from 602 to 710 feet in length and will have beams from 67 to 71½ feet. Their carrying capacity will be between 18,000 and 19,500 gross tons each.

The average tonnage of the vessels carryini ore and stone up the Cuyahoga River at the present time is just over 8,000 gross tons. The size of the vessel that can be used in this trade is held down by the natural limitations existing in the river. When the improvements already authorized have been made in the Cuyahoga River it is expected that vessels over 600 feet in length, and even up to 650 feet, will be used in the river. Until those improvements are completed, delivery of the products needed by the steel mills must be confined to the uneconomical small vessels.

If full advantage is to be taken of the additional facilities being constructed along the Cuyahoga River, the necessary supplies of raw materials must be available when the new facilities are ready for operation. It is doubtful that the increased tonnages can be delivered in the necessary quantities unless the larger vessels can be used in the trade.

The city of Cleveland is prepared to go ahead with its share of the improvements in the Cuyahoga River. We are informed that the railroads are ready to do their part just as rapidly as the Federal Government will go ahead with its part of the program. It is therefore requested that this committee authorize an amount of $13,537,000 in the appropriation bill for the fiscal year 1953. Such an appropriation will permit the completion of the improvements in the river at about the same time the steel-making facilities along the river are completed and will insure delivery of the increased raw materials that will be needed for the defense effort and the national economy.

It should be remembered that the improvements have been found economically justified and have been approved by Congress. All that is desired is to step up the rate of accomplishment so that materials can be delivered when needed.

STATEMENT OF C. O. RYDHOLM, MARINE CONSULTANT, CLEVELAND CLIFFS IRON CO., AND CHAIRMAN, SHORE CAPTAINS COMMITTEE OF THE LAKE CARRIERS ASSOCIATION

CLEVELAND HARBOR, OHIO

Mr. REYNOLDS. Our next and last witness is Captain Rydholm, who is the marine consultant of the Cleveland Cliffs Iron Co., and who is also chairman of the shore captains committee of the Lake Carriers Association.

Chairman MCKELLAR. All right, Captain, will you come forward, sir?

Mr. RYDHOLM. Mr. Chairman and gentlemen of the committee, the Senator has just mentioned the billions authorized for projects. I do not think that there are any more worthy than this project because as the engineers will tell you we have a waterway in the Great Lakes where the shore length is equivalent to the entire length of the United States all around.

Senator CORDON. I do not mean to suggest that they are more worthy, or that all of them are as worthy, but they are already authorized, and the committee is up against a pretty tough proposition when it becomes the agency to recommend the selection.

Mr. RYDHOLM. As I see it, there is a terrific need for this project from the defense standpoint. It is a justifiable project and will pay off handsomely.

The steel industry, that one industry alone on the Cuyahoga River will have a capacity of 4 million tons of steel which, in raw material, is equivalent to 8 million tons or iron ore, 2 million tons of flux stone, 6 million tons of coal, or 4 million tons of coke, all of which will be processed locally plus a reasonable tonnage for storage and the tonnage forwarded to the down-State furnaces.

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The ore and stone are delivered to the furnace docks in bulk carrier ships. None of the bulk freighters built since the last two World Wars will be able to use the channel because of the remaining obstructive railway bridges.

HIGHWAY BRIDGE PROJECT

The highway bridge project on the main river has been completed so that none of the 10 bridges obstruct navigation. One railway bridge has been removed and two others will be reconstructed and in operation next year. Nine cut-backs of the river bank have been completed and sheet-piled except that portion adjoining the obstructive railroad bridges.

We must continue to use the old class of ships, limited to 550 feet in length, similar to the fleet of 29 ships that were scrapped in 1947, a picture of which is attached, which include 550 feet OAL ships. They carry 38 to 65 tons per inch of draft near load lines.

The average size of ship trading on the river is 475 feet and the average cargo is 8,012 tons. The speed of these vessels is 10 to 12 miles per hour, and limited to less than the average draft of 21 feet for the trade.

A great many of them are obsolete as to age, construction, and otherwise unsuitable for the trade. The 23 United States bulk carriers being constructed now and the 22 ships that were constructed since 1942 with loading drafts from 24 feet 6 inches to 26 feet 6 inches, are larger, faster, and more modern, which makes it possible to save 10 to 15 percent more time in discharging cargoes and make many extra trips more than the 11 miles per hour average ships limited in length to 550 feet as shown on the schedule attached, even though only a portion of the modern fleets may be used in this trade.

There will be 13 ships, including self-unloaders under 650 feet in length, with speed 16-plus miles per hour fully laden, which would make a seasonal total of 143 extra trips from the long-haul port of Duluth or Superior to Cleveland.

We have used the conservative figure of 30 hours in port and delays en route because of reduced speed in the connecting channels on the schedule. There are 23 new ships of 14-mile-per-hour class that could make 115 extra trips and four 18-miles-per-hour-plus, former ocean ships that averaged 20 miles per hour in the open lake, which can make 80 extra trips. In fact, one of them made 35 trips in 25 weeks last season.

Some of the older ore carriers and self-unloaders above the 550-foot class are being repowered so as to have increased speed ranging from 14 to 16 miles per hour. Both types have been made longer in order to carry additional cargo. When it is realized that there are 12 other intermediate ports, other than for oil on Lakes Huron, Michigan, and Superior, having a round-trip mileage to Cleveland of 654 to 1,618 miles, a much greater saving can be made.

Aside from the need for the completion of river improvement because of the national defense effort, there is an economic justification for the removal of the relatively few remaining hazardous railway bridge obstructions which block vessel traffic, including oil tankers, on the Cuyahoga River.

There will be 144 United States modern ore carrier type ships and self-unloaders, having an estimated average draft of 24 feet, averaging 1,000 tons per foot at load lines, draft per inch ranging from 65 to 100 tons, depending on size, that cannot use the channel in its present condition.

The completion of the authorized projects will permit all ships to navigate the river including modern vessels of the Canadian Fleet.

The Congress has declared that no bridge shall at any time unreasonably obstruct the free navigation of any navigable waters of the United States.

The work on the Cuyahoga project has been carried out progressively for many years and it is very important that the remaining bottlenecks be removed and the channel depths increased so as to maintain a free flow of essential raw materials to the greatly expanding Cuyahoga River industries.

This is the most important unfinished authorized defense project on the Great Lakes.

(The documents submitted follow:)

THE CLEVELAND-CLIFFS IRON CO.,
Cleveland, Ohio, April 10, 1952.

Re Cuyahoga River project, Cleveland, Ohio.

The CHAIRMAN, APPROPRIATIONS COMMITTEE,
United States Senate, Washington, D. C.

DEAR SIR: The rapid expansion of the steel-making and dock facilities, together with other huge industries which were located in the area and developed because of the availability of steel and the 3-year shipbuilding program, should be completed in 1953.

The one industry alone, on the Cuyahoga River, will have a capacity of 4,000,000 tons of steel, which in raw material is an equivalent of 8,000,000 tons of iron ore, 2,000,000 tons flux stone, 6,000,000 tons coal, or 4,000,000 tons coke, all of which will be processed locally, plus a reasonable tonnage for storage and the tonnage forwarded to the down-State furnaces.

The ore and stone are delivered to the furnace docks in bulk-carrier ships. None of the bulk freighters built since the last two World Wars will be able to use the channel because of the remaining obstructive railway bridges.

The highway-bridge project on the main river has been completed so that none of the 10 bridges obstruct navigation. One railway bridge has been removed and two others will be renewed and in operation next year. Nine cut-backs of the river bank have been completed and sheet-piled except that portion adjoining the obstructive railroad bridges.

We must continue to use the old class of ships, limited to 550 feet in length, similar to the fleet of 29 ships that were scrapped in 1947, a picture of which is attached which include 550 feet over-all length ships. They carry 38 to 65 tons per inch of draft near load lines.

The average size of ship trading on the river is 475 feet and the average cargo is 8,012 tons. The speed of these vessels is 10 to 12 miles per hour and limited to less than the average draft of 21 feet for the trade. A great many of them are obsolete as to age, construction, and otherwise unsuitable for the trade. The 23 United States bulk carriers being constructed now and the 22 ships that were constructed since 1942 with loadng drafts from 24 feet 6 inches to 26 feet 6 inches are larger, faster, and more modern, which makes it possible to save 10 to 15 percent more time in discharging cargoes and make many extra trips more than the 11-miles-per-hour average ships limited in length 550 feet as shown on the schedule attached, even though only a portion of the modern fleets may be used in this trade.

There will be 13 ships, including self-unloaders under 650 feet in length, with speed 16-plus miles per hour fully laden, which would make a seasonal total of 143 extra trips from the long-haul port of Duluth or Superior to Cleveland. We have used the conservative figure of 30 hours in port and delays en route because of reduced speed in the connecting channels on the schedule. There are 23 new

shops of 14-miles-per-hour class that could make 115 extra trips and four 18 miles per hour plus former ocean ships that averaged 20 miles per hour in the open lake, which can make 80 extra trips. In fact, one of them made 35 trips in 25 weeks last season.

Some of the older ore carriers and self-unloaders above the 550-foot class are being repowered so as to have increased speed ranging from 14 to 16 miles per hour. Both types have been made longer in order to carry additional cargo. When it is realized that there are 12 other intermediate ports (other than for oil on Lakes Huron, Michigan, and Superior, having a round-trip mileage to Cleveland of 654 to 1,618 miles), a much greater saving can be made.

Aside from the need for the completion of river improvement because of the national defense effort, there is an economic justification for the removal of the relatively few remaining hazardous railway-bridge obstructions which blockade vessel traffic, including oil tankers, on the Cuyahoga River.

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The Congress has declared that no bridge shall at any time unreasonably obstruct the free navigation of any navigable waters of the United States.

The work on the Cuyahoga project has been carried out progressively for many years and it is very important that the remaining bottlenecks be removed and the channel depths increased so as to maintain a free flow of essential raw materials to the greatly expanding Cuyahoga River industries. This is the most important unfinished authorized defense project on the Great Lakes.

Very truly yours,

Capt. C. O. RYDHOLM,
Chairman, L. C. A. Shore Captains Committee.

Approximate number of trips in 230-day season from various loading ports to Cleveland, Ohio, based on average speed of vessels

Loading port	Number of miles	Time on trip based on 11 miles per hour			Approximate number of trips				
		Running time, days	Port time days	Days on trip	11 miles per hour	13½ miles per hour	15½ miles per hour	17 miles per hour	20 miles per hour
Duluth-Superior	1,669	6.32	1.25	7.57	30	36	40	43	48
Two Harbors	1,618	6.13	1.25	7.38	31	37	41	44	50
Ashland	1,576	5.97	1.25	7.22	32	38	42	45	51
Port Arthur	1,422	5.39	1.25	6.64	35	41	45	48	54
Marquette	1,196	4.53	1.25	5.78	40	46	51	55	61
Escanaba	1,090	4.13	1.25	5.38	43	50	55	59	65
Manistee	1,134	4.3	1.25	5.55	41	48	53	57	64
Grand Haven	1,310	5	1.25	6.25	37	43	48	51	58
Port Inland	960	3.63	1.25	4.88	47	55	60	63	71
Detour	696	2.64	1.25	3.89	59	68	74	78	85
Calcite	728	2.75	1.25	4.00	58	66	72	76	83
Alpena	654	2.48	1.25	3.73	62	70	76	81	88

Mr. REYNOLDS. I want to thank you, Mr. Chairman and gentlemen of the committee, for this opportunity to present the facts with regard to our river project. We appreciate your giving us this chance of appearing.

Chairman MCKELLAR. We are glad to have had all of you before us.

PROJECTS CERTIFIED FOR PLANNING

Chairman McKellar. General Chorpening, I understand that recently the President certified certain additional river and harbor and flood-control projects for planning and also approved additional planning funds for certain projects previously certified. Could you furnish a statement on this matter for the record?

General Chorpening. Yes, sir.

(The information requested follows:)

In the Army civil functions appropriation bill approved October 24, 1951, Congress specifically earmarked planning funds for three Kansas projects: Tuttle Creek Reservoir, Strawn Reservoir, and Toronto Reservoir. Except on these three projects, no planning could be undertaken or continued unless certified by the President as necessary to the defense effort, and so determined under congressionally approved criteria.

Congress appropriated over-all planning funds of $1,000,000 for Flood Control General, and $500,000 for Rivers and Harbors. These funds, coupled with unobligated balances, would be used to carry on the 1952 planning program.

Funds for 32 projects, aggregating $3,998,400, were certified by the President in January 1952 and are listed on page 27 of the House hearings on the 1953 appropriation bill, part I.

In May 1952, the President certified the following additional projects and amounts as follows:

	Certified
Projects previously approved for planning:	
Lock No. 19 at Keokuk, Iowa	$40,000
Howell Mill Shoals Dam, Ala	100,000
Celina Dam, Ky	50,000
Fernbank locks and dam (Markland site), Indiana, Kentucky, and Ohio	100,000
Subtotal	290,000
Projects not previously approved for planning: Norfolk Harbor Craney Island disposal area, Virginia	35,000
Grand total, river and harbor	325,000
Projects previously approved for planning:	
Libby Reservoir, Mont	160,000
Hills Creek Reservoir, Oreg	115,000
Dallas floodway, Texas	50,000
Hartwell Reservoir, Ga. and S. C	150,000
Subtotal	475,000
Projects not previously approved for planning:	
Sandy drainage district, Oregon	50,000
Eagle Gorge Reservoir, Wash	75,000
Ferrells Bridge Reservoir, Tex	140,000
Oklahoma City floodway, Oklahoma [1]	15,000
Shenango River Reservoir, Pa	19,300
Bradford, Pa	30,000
Subtotal	329,300
Grand total, flood control, general	804,300

[1] Funds available to the project will be used.

SURVEY UPPER WABASH RIVER

CHAIRMAN MCKELLAR. I have letters from Senator Capehart and Congressman Beamer urging favorable consideration of a request for $40,000 for the survey of the upper Wabash River in Indiana. The letters of Senator Capehart and Congressman Beamer will be placed in the record at this point.

(The letters referred to follow:)

UNITED STATES SENATE,
Washington, D. C., May 10, 1952.

Hon. KENNETH MCKELLAR,
Chairman, Committee on Appropriations,
United States Senate, Washington, D. C.

DEAR SENATOR: I am informed that your committee now is considering the civil-functions appropriation bill, which includes $1,215,000 for flood-control-survey purposes. Originally, this appropriation was $4,965,000, but it was reduced in the House of Representatives.

In the original appropriation, approximately $40,000 was earmarked for a much-needed survey in the upper Wabash River area in Indiana. The Army Corps of Engineers informs me that, under the reduced appropriation, it will be impossible to allocate any funds to the Indiana survey.

Indiana's request is a modest one and it is my hope that your committee may find it possible to make some provision for the $40,000.

The area to be covered by the survey is the site of industrial expansion requiring greatly increased water supplies. The Eli Lilly Co. has a new plant near Lafayette, there are prospects of a new cellophane plant at Covington, the Atomic Energy Commission is expanding its plant near Dana, and the Allis-Chalmers Co. is creating new demands near Terre Haute. These are only a few of the larger ones among many in the offing.

You know, of course, that the problem of water supply involves a relationship of flood control. It is this problem to which the Indiana Flood Control and Water Resources Commission has been directing its attention, in cooperation with the Corps of Engineers, over a period of years.

The Commission believes that the $40,000 appropriation would go a long way toward completing a well-rounded plan for the Wabash Valley.

Your serious consideration of the problem will be deeply appreciated.

Sincerely,

HOMER CAPEHART.

CONGRESS OF THE UNITED STATES,
HOUSE OF REPRESENTATIVES,
Washington, D. C., May 19, 1952.

Hon. KENNETH MCKELLAR,
Chairman, Committee on Appropriations,
Room F-37, Capitol Building.

DEAR SENATOR MCKELLAR: I want to add my urgent request that your committee, which now is considering the civil-functions appropriation bill, give very serious and favorable approval of the original appropriation which was requested for the much-needed survey in the upper Wabash River area in Indiana.

This request was a very small one. However, if you could see the damage that is done every year in 4 of the 10 counties which I have the privilege of representing, I believe that you would appreciate that our problem is as severe, if not even more so, than that which has presented itself to the people in the Missouri River Valley where floods have attracted Federal attention. The floods on the upper Wabash River occur every year and, in certain years, they are very disastrous indeed.

This area comprises very excellent farming land and is some of the best in the Middle West. It also is the site of a large number of locally owned factories as well as plants and industries of national reputation. A large number of defense plants are located in this area.

The request of the Indiana Flood Control and Water Resources Commission is a very modest one in order that surveys might be completed. It is for this reason that this urgent appeal is made to you.

Sincerely yours,

JOHN V. BEAMER, M. C.

Chairman McKellar. Senator Clements, will you proceed?

Kentucky Projects

STATEMENT OF HON. EARLE C. CLEMENTS, A UNITED STATES SENATOR FROM THE STATE OF KENTUCKY

JESSAMINE CREEK RESERVOIR PROJECT, KENTUCKY

Senator Clements. Mr. Chairman, we have several matters involving various sections of Kentucky which we would like to present to you today. The first one I would like to present to you is Jessamine Creek Reservoir project.

It appears that the House committee treated this as a new project. In fact, it is not a new project. Certainly it is not a new project insofar as $225,000 or more has been expended on it for planning, Mr. Chairman. I believe those figures are substantially correct.

PLANNING FUNDS REQUESTED

What is needed in fiscal 1953 is $50,000 to complete the planning on Jessamine Creek Reservoir.

This reservoir is on the Kentucky River. It is not too far above the capital city of our State and it is vital to the protection of the capital city of our State from floods. I do not mean by that that there are not many other benefits that will accrue to other areas but certainly this is essential for the protection of our capital city against floods.

Chairman McKellar. Senator, may I interrupt you there to ask you this: as I understand it, you are asking for planning money only?

Senator Clements. That is correct.

Chairman McKellar. For this project?

Senator Clements. That is correct.

Chairman McKellar. The House cut out all new planning money.

Senator Clements. That is correct.

Chairman McKellar. I am inclined to believe that the House made a mistake in cutting out all new planning money for the United States while it has not limited planning money for foreign countries.

Senator Clements. It is good to hear the chairman take that position.

Chairman McKellar. I think we certainly ought to treat our own country properly by building up these projects in our country as well as planning the new projects in other countries.

Senator Clements. I see that the chairman takes his usual sensible position.

Chairman McKellar. I really believe in building up America.

Senator Clements. Mr. Chairman, we have a representative from the city of Frankfort here this morning, and he has a brief statement here. I would like to present him to the subcommittee. Mr. Frank Dailey.

Chairman McKellar. All right, sir, come around please.

Senator Clements. Will you identify yourself for the record?

STATEMENT OF FRANK M. DAILEY, FRANKFORT, KY.

Mr. Dailey. Mr. Chairman, I am Frank M. Dailey, city attorney, of Frankfort, Ky.

Chairman McKellar. Have you a statement that you want to present for the record?

Mr. Dailey. Yes, Mr. Chairman. In accordance with your suggestion I have prepared for the committee 15 copies of my testimony, and I would like to introduce that for the record, if I may, sir.

Chairman McKellar. The statement will be included in the record.

Mr. Dailey. Gentlemen, Senator Clements has said, the Jessamine Creek project has been in planning stage for some time. As a matter of fact, the Corps of Engineers back in 1940 made a very exhaustive study which was approved all along the way through to the Secretary of War. It is incorporated in House Document 504.

The Jessamine Creek Reservoir is a flood-control project located on the Kentucky River at Camp Nelson. The project will be the only flood-control project on the Kentucky River.

REQUEST IN 1950

We asked this committee in 1950 to appropriate $100,000 for the planning of this project. In 1950 this committee approved that request of $100,000. When the appropriation approval went before the joint committee, it was taken off.

Now we have gone before the House Appropriations Committee asking for only $50,000 for this planning money. As the committee knows and as you, Mr. Chairman, mentioned, the House committee did not approve any planning funds for any flood-control projects in the United States. We are before this committee asking only for those $50,000. We realize fully that this is a long-range project, but we realize too that it must be started.

FLOOD CONDITIONS

Now, over the period of years Frankfort has been frequently flooded. It was flooded only last month. I want to make my statement brief, but I want to bring out this one thing further.

In Frankfort there are six large distilleries. They make a great amount of the whisky which is consumed in the United States. Those distilleries are subject to this flooding. Those distilleries also repay the United States Government in 1 year over $100 million in taxes. Now, when this river is flooded as it was last month, these distilleries have to close down.

We submit to the committee that that one thing alone is another element of benefits to costs which the engineers might consider in the planning of this entire project. We respectfully request that this committee allow us this planning appropriation.

Chairman McKellar. Thank you very much.

(The prepared statement submitted by Mr. Dailey follows:)

STATEMENT BY FRANK M. DAILEY, FRANKFORT, KY., RELATING TO THE JESSAMINE CREEK RESERVOIR AS A FLOOD-CONTROL PROJECT TO THE KENTUCKY RIVER BASIN

INTRODUCTION

The purpose of this delegation representing towns along the Kentucky River Basin is to request of this committee $50,000 for the planning of the Jessamine Creek Dam.

The Jessamine Creek Dam was recommended by House Document No. 504, Seventy-eighth Congress, second session, in 1944, a copy of which is attached to

this testimony. This dam, as stated in the above-styled document, will afford complete flood protection to the Kentucky River Basin as well as benefits to the Ohio and Mississippi Valleys, and will alleviate the damages caused to Frankfort and other communities below the proposed site of the dam, as well as most of the area above the dam on the upper reaches of the Kentucky River. The request for planning is in addition to the money made available last fiscal year to the United States Corps of Engineers for this project. It is understood that the requested $50,000 will not complete the plans for this project, but that an additional appropriation for the fiscal year 1953–54 will be necessary in order to enable the United States Corps of Engineers to complete the planning of the project.

Our purpose here is to review briefly the flood damage in the basin, and to point out the recommendations of the above document, so that this committee will be aware of all the facts upon which this proposal is based.

FRANKFORT FLOOD DAMAGE

The main point of damage sustained by floods in the area is at Frankfort, Ky., and we would like now to briefly review the situation there, in order to familiarize the committee with conditions as they exist in that city.

Frankfort, the largest city in the Kentucky River Basin, is located 66 miles above the mouth of the Kentucky River, and constitutes a metropolitan area with a population of approximately 20,000 people. It is the capital of Kentucky and the county seat of Franklin County. The city contains most of the State executive and administrative agencies, which alone employ about 2,500 persons within the city. Five main arterial highways converge at Frankfort from the east and west and the north and south. The main lines of the C. & O. and L. & N. Railroads serve the city. In addition to many smaller businesses and industries, Frankfort is the home of the following industrial sites:

(*a*) Four large distilleries.
(*b*) A shoe factory.
(*c*) A garment and shirt factory.
(*d*) A syndicated news service.
(*e*) A hemp and twine factory.
(*f*) A furniture factory.
(*g*) A store fixture factory.
(*h*) A bakery products company.

The above-listed factories and businesses employ at the present time approximately 4,000 people, most of all of whom live within the city or its environs.

Frankfort is bisected east and west by the Kentucky River with an average width of 150 yards, which divides the city into two parts, both of which have rather extensive commercial and residential developments extending along the banks on both sides of the river throughout the present limits of the city.

Since the founding of Frankfort in 1786 it has been frequently subjected to floods of rather increasing intensity and severity. With a flood stage of 32 feet, the following list indicates the frequency with which the city has been subjected to flooding in recent years:

Date of flood:	*Stage in feet*
March 1913	38.3
December 1915	36.2
January 1917	32.6
January 1918	32.3
January 1926	25.0
December 1926	34.9
May 1927	25.5
March 1929	30.5
March 1935	33.5
January 1937	47.4
February 1939	35.6
August 1942	33.7
March 1945	35.4
July 1946	30.0
December 1943	33.0
February 1948	35.1
April 1948	35.7
January 1950	31.2
February 1950	37.6

Frequent floodings have in many respects retarded the growth and prosperity of Frankfort to such a degree that suitable industrial development is stymied since the most logical industrial sites are frequently flooded. The General Services Administration has recently refused to locate a housing project in the most logical part of the city due to the fact it would be in a low-lying area. The same situation has existed insofar as the location of a new post-office building in the city is concerned as several proposed locations have been rejected due to the fact that the area selected was subject to being flooded.

In November of 1950 the people of Frankfort voted upon themselves a $75,000 bonded indebtedness in order to participate in a program with the State to erect a levee with large-capacity pumps to pump surface water and sewage from within the protected area during times of flood. The cost of this small project will amount to about $200,000, but far more protection than this is necessary for adequate relief.

The flood of January 1937, the most severe in Frankfort's history, resulted from an average depth of over 13 inches of rain on the basin during the month of January, with practically 50 percent of the total precipitation occurring in the period January 20–25. This flood was the most severe to the area from the standpoint of damages and human suffering; and without going into the livid details of destruction caused by this flood, and without dwelling upon the human suffering and privations by the people virtually marooned without normal utility services and transportation facilities during the 11 days that the water raged above flood stage, we believe it will suffice to quote from a survey made by the Corps of Engineers:

"In the flood of January 1937 (maximum of record) about 70 percent of the area of the community was inundated to an average depth of 11 feet. While the major portion of this flooded area is residential, it also includes large sections of the central business district and industrial areas. No lives were lost, but over two-thirds of the residents became refugees. All business activity was suspended and utility services were disrupted."

As shown by House Document 504, the 1937 flood caused damages, both direct and indirect, in the sum of $1,387,200. Again in February of 1939, when the river reached a level of 35.6 feet, damages were assessed at $73,600. In February 1950, a flood crest of 37.5 feet was reached with a resulting estimated damage of over $200,000.

Damages such as loss of rents, increased costs of transacting business, increased costs of transportation as occasioned by detours and rerouting, supplementary police and fire protection, and emergency costs of caring for flood refugees constitute the tangible, indirect damages of a flood. Items such as loss of life, spread of disease, nervous shock, bereavement, cessation of school and church life, etc., are intangible damages by reason of their incapability of monetary evaluation.

The average annual damages, both direct and indirect, sustained by Frankfort up to and including the flood of 1939, have been determined from the aggregate sum of damages for all floods during the period of record in Frankfort to be $63,800, and since that time have increased to approximately $100,000 per year.

To show more graphically the flooded area of Frankfort, a large-scale map and photographs are attached hereto, together with the flood-damage reports of the last decade.

KENTUCKY RIVER BASIN

It is our belief and contention here that the erection of the Jessamine Creek Reservoir would abate all further floods in the Kentucky River Basin, and would afford 100 percent flood protection to Frankfort and all other communities and areas below the dam to the backwaters of the Ohio River, and would reduce the volume flow during flood periods in the Ohio River and the lower Mississippi Valley to such an extent that it would materially affect the levels of the Ohio and Mississippi Rivers during flood periods.

In order to explain more clearly the nature of the problem presented in the Kentucky River Basin, we would like to state these pertinent facts regarding the river itself. The Kentucky River is formed by the junction of its north and middle forks at a point about 4 miles east of Beattyville, Ky. The south

fork enters the main stream at Beattyville. These tributaries rise in the southeast part of the State in the mountains forming the boundary line between Kentucky and Virginia. The river flows in a general northwesterly direction to Carrollton, Ky., where it joins the Ohio River 545.8 miles below Pittsburgh. The principal characteristics of the main stream are: Length, 259 miles (from the confluence of North and Middle Forks to the mouth); average slope below Beattyville, approximately 0.8 feet per mile; drainage area below Beattyville, 4,335 square miles; tributary drainage area above Beattyville, 2,600 square miles; total drainage area above the mouth, 6,935 square miles.

The drainage basin of the river lies wholly within the Commonwealth of Kentucky, and comprises all or considerable portions of 33 counties, approximately one-sixth of the entire State. The over-all length of the rather elongated angular basin, airline distance, is about 175 miles. The basin varies in width from approximately 30 miles in the lower portion to 50 miles in the headwaters region. Throughout the basin as a whole relatively steep slopes from hilltop to stream bed flank the tributaries and main stream. In many areas the streams are intrenched in deep valleys, with precipitous rock-faced valley walls. Natural lakes do not exist, and the total permanent water surface of the basin consists principally of slack-water navigation pools in the Kentucky River, supplemented by the reservoir behind the power dam in Dix River, a tributary.

KENTUCKY RIVER FLOOD PROBLEMS

The flood problems of the Kentucky River Basin are not confined to any one stream or section of the watershed, but are spread throughout the numerous communities and agricultural areas situated in the stream valleys.

It has been determined that levee protection may be applicable to certain specific damage centers; however, it is not practicable for the extended rural reaches of the Kentucky River and its tributaries. Areas that could be protected by levees built to any feasible heights are exceedingly small, since tillable bottoms are surprisingly narrow and farmable side-hill slopes climb steeply. In many instances the widths necessary for levee bases would require or render practically useless the entire area between stream banks and the toe of side-hill slopes. Thus the unfavorable nature of any comparison between costs and benefits is readily apparent. Obviously the same is true of flood walls for this purpose. The nature of the terrain precludes any effective diversion of flows to other watersheds.

THE JESSAMINE CREEK DAM

It is the contention of this delegation that the only way adequate flood protection can be achieved within the Kentucky River Basin is by the erection of the Jessamine Creek Reservoir, to be located in the Kentucky River just below the mouth of Little Hickman Creek at Camp Nelson, Ky. This location is on the common boundary line between Jessamine and Garrard Counties at a point 0.85 miles above Camp Nelson and 136 miles above the mouth the Kentucky River. The drainage area above the dam site is 4,440 square miles. The proposed reservoir pool lies in Jessamine, Garrard, Madison, Fayette, Clark, Estill, Powell, and Lee Counties. The head of the pool would be at navigation dam No. 14, 6 miles below Beattyville.

The dam contemplated is a concrete gravity structure having a central overflow section with fixed crest at elevation 590 feet and nonoverflow abutments with a top elevation of 636 feet. The over-all length is about 900 feet. The spillway would be capable of passing a peak inflow of 500,000 cubic feet per second with a freeboard of 1 foot. With combined spillway and sluicegate operation, the maximum outflow permissible for local protection (65,900 cubic feet per second) would be obtained at elevation 594.6. At this level the storage capacity is 300,000 acre-feet or only 26 percent of the total reservoir capacity. The proposed reservoir capacity is 1,135,000 acre-feet, or 4.8 inches of run-off at controlled spillway elevation 630. The pool area at this elevation would be about 37,700 acres.

The proposed Jessamine Creek Reservoir would provide 100 percent protection at Frankfort, and 100 percent protection for the bottomland areas along the Kentucky River between the dam site and the Ohio River backwater. The reser-

voir would also provide substantial benefits to the Ohio and Mississippi Rivers. Effects of the project are indicated by the table below:

Item	March 1913 flood	January 1937 flood	February 1939 flood
Zero damage stage at Frankfort ..... feet	32	32	32
Natural stage at Frankfort ..... do	38.3	47.5	35.7
Modified stage at Frankfort ..... do	24.9	23.4	26.1
Average daily reduction in Ohio River flows during crest period ..... cubic feet per second	53,500	63,900	86,700
Average daily reduction in Mississippi River flows during crest period ..... cubic feet per second	84,600	63,900	.....

FLOOD BENEFITS

The estimated annual benefits to be derived from the reservoir amount to approximately $1,089,200, of which $759,000 would be for Ohio River benefits, $237,500 for Mississippi River benefits, and $92,700 for Kentucky River benefits. At present all of these figures should be revised upward due to increased costs; however, the ratio should remain the same.

The flood-control plan described above would afford adequate protection to Frankfort, the principal damage center in the basin, to the agricultural areas between the proposed Jessamine Reservoir and the Ohio River backwater. In addition, reduction in damages would be effected along the Ohio River below the mouth of the Kentucky River and on the lower Mississippi River. Pertinent data on the plan are presented below on figures compiled about 1940:

Item—Jessamine Reservoir:	
Total cost	$15,742,000
Annual cost	731,800
Annual benefits	1,089,200
Ratio, cost to benefits	1:1.49

NAVIGATION

At the present time there has been very little commercial navigation above lock No. 8, and when the survey for the Jessamine Creek Dam was made it was anticipated that navigation locks would be abandoned, although the report states that navigation locks could be installed in the dam. During the past year it appears that commercial coal hauling will again be carried on above lock No. 8, and this delegation requests that navigation locks be included in the dam so that the upper reaches of the river will remain open for future development by commercial river traffic, as well as provide access to the reservoir area from the navigation pools below the proposed dam.

CONCLUSION

It is respectfully urged by this delegation that this committee adopt the conclusion of the district engineer, wherein he stated as follows:

"Since the above plan (Jessamine Creek Reservoir) affords adequate protection to Frankfort, the principal damage center in the basin, and provides at relatively low cost ($13.90 per acre-foot) a large storage capacity for the reduction of Ohio and Mississippi Rivers flood stages, it appears that the plan is highly desirable and worthy of immediate development. There is no area in the Kentucky River Basin, nor probably in most other basins, where effective storage for the benefit of the Ohio River can be obtained at such low cost per acre-foot. Moreover, the plan lends itself admirably to further future development of the water resources of the basin. The addition of a combined flood-control and power development at Booneville on the South Fork, when the need therefore becomes imminent, would permit utilization of Jessamine Reservoir for combined flood-control and power without basic structural changes."

This conclusion was concurred in by the division engineer, the Board of Engineers for Rivers and Harbors, the Office of the Chief of Engineers, and the Federal Power Commission; and we earnestly request that this committee recommend the appropriations necessary for the immediate development of this project

Senator CLEMENTS. I might add, Mr. Chairman, that in 1 year within the past 15 years there was $1,500,000 in damage done in the area by reason of floods.

Chairman MCKELLAR. Yes, sir.

Senator CLEMENTS. Is there anyone else you want to call, Mr. Dailey?

Mr. DAILEY. No, sir.

Senator CLEMENTS. Mr. Chairman, I would like to ask the engineers whether the $50,000 is not in line with their suggestion for planning money for this project.

General CHORPENING. That is correct. That is the amount that was asked of the Budget and the amount approved by the Bureau of the Budget.

ASHLAND FLOOD WALL, KENTUCKY

Senator CLEMENTS. Mr. Chairman, if I may present to the committee, through a question addressed to the engineers with reference to the Ashland flood wall, I think we can eliminate the necessity of taking up time on that flood-wall project.

We have here the mayor of Ashland, Mr. David Aronberg. It was my understanding that there was additional money needed over and above the appropriation made by the House for the completion of the flood wall at Ashland. The amount of $900,000 was asked for; $780,000 was allowed and it is my understanding—I would like to have it verified by the engineers—that $780,000 will complete the job.

General CHORPENING. That is correct.

Senator CLEMENTS. That being correct, I think that the mayor of Ashland, with that information, would just like to submit a statement to the committee.

Is that right, Mayor?

STATEMENT OF DAVID ARONBERG, MAYOR, CITY OF ASHLAND, KY.

RESTORATION REQUESTED

Mr. ARONBERG. That is right, Senator.

Senator CLEMENTS. I would like to present to the committee Mr. David Aronberg, mayor of the city of Ashland.

That is good news to you, Mayor, I am sure.

General CHORPENING. I might amplify my answer there by saying that since we made our budget request we have opened bids. We received very favorable bids, so that the $120,000 reduction on the part of the House will not be necessary for restoration. We can finish the work.

Senator CLEMENTS. Mr. Chairman, I would like to have permission to place a copy of the statement of the mayor in the record.

Chairman MCKELLAR. Without objection, it is so ordered.

(The statement referred to follows:)

STATEMENT AND SUMMARIZED DATA IN SUPPORT OF APPLICATION FOR FINAL APPROPRIATION FOR COMPLETION OF ASHLAND, KY., FLOOD-CONTROL PROJECT

Gentlemen of the committee, the Seventy-ninth Congress appropriated the sum of $420,000 for the purpose of beginning construction on the Ashland, Ky., flood-protection project, and the Eightieth Congress appropriated approximately

$855,000 with which to continue construction work thereon. Last year the Congress appropriated $2,000,000 for the same project, this being $900,000 less than the sum indicated in the President's budget. The first contract let on this protection project has been completed, and the second contract was substantially completed last year. The westerly connecting link of the flood wall, extending from near the water front back in a southerly direction to connect the wall with the higher ground or river hills, known as the Long Run project, has been completed and is in operation. With the completion of these contracts approximately one-third of the project was accomplished and the total amount of money appropriated therefor, viz, $1,275,000 was expended. The continuing contract for the last wall and levee section was awarded on January 8, 1952. This contract should complete substantially all of the wall and levee to be constructed, involving the expenditure of approximately $3,275,000. This would leave pump stations, machinery, and equipment still to be accounted for which it is estimated will require an additional appropriation of $900,000.

The protection consists of walls and levees and is summarized in the engineers' report as follows:

"*Description.*—Provides for the construction of about 5,200 lineal feet of concrete wall and 9,800 lineal feet of earth levee, with 13 gate openings for traffic during nonflood periods. Provides also for 8 electrically operated pump stations and necessary appurtenant drainage structures for disposal of interior drainage during both flood and nonflood periods. The project also includes a barrier dam across Long Branch immediately landward from the downstream end of the project. The grade of the proposed protection works is 3 feet above the crest profile of the maximum flood of record (January 1937)."

The estimated Federal cost of the project according to the present estimate will be $4,725,000 and the non-Federal cost, according to the latest estimate will be approximately $376,000. The non-Federal cost will be borne by the sponsor of the city of Ashland. The city of Ashland has committed itself to provide and is providing the lands, easements, and rights-of-way and will maintain and operate the works at the completion of the project. The city of Ashland has provided this money by voted bond issues and has also the power to raise any additional money by virtue of an enabling act of the Legislature of the State of Kentucky which has been held valid by the Court of Appeals of the State of Kentucky.

The city of Ashland is in flood station when the Ohio River reaches an elevation of 539.2 feet above mean sea level, which is equivalent to a stage of 56.1 on the pass sill gage of lock No. 29 just above Ashland. This stage is about 48.7 feet normal pool along the water front at Ashland and about 17.5 feet below the maximum record flood of January 1937. During the 1937 flood the water inundated a large portion of the city to depths varying from a few inches to 15 feet. The following tabulation is a list of floods which had a crest stage of 56.1 or greater on the pass sill gage at lock 29, during the period 1887 to 1950, inclusive, for which accurate records are available.

Date of crest:	*Crest stage pass sill gage lock No. 29*	Date of crest:	*Crest stage pass sill gage lock No. 29*
Mar. 24, 1890	58.2	Mar. 16, 1917	56.0
Feb. 23, 1891	58.8	Jan. 5, 1924	56.4
Feb. 19, 1893	56.7	Jan. 26, 1927	58.6
Feb. 25, 1897	60.2	Mar. 21, 1933	60.3
Mar. 27, 1898	58.9	Mar. 23, 1936	62.7
Mar. 7, 1899	59.0	Jan. 27, 1937	73.6
Apr. 24, 1901	61.8	Feb. 5, 1939	60.6
Jan. 19, 1907	62.7	Apr. 23, 1940	60.5
Mar. 18, 1907	63.6	Jan. 2, 1943	64.0
Jan. 13, 1913	58.7	Mar. 22, 1943	56.9
Mar. 31, 1913	70.0	Mar. 9, 1945	63.9
Feb. 6, 1915	56.9	Feb., 1949	62.5

From the preceding flood list, it is apparent that 25 damaging floods have occurred during the past 60 years, or on an average of one flood every 2 years and 7 months. Prior to 1887 the floods of 1883 and 1884 probably seriously effected the community, the crest of the 1884 flood being only about 1 foot lower than that of the March 1913 flood at Ashland.

Extent and character of area flooded.—The area flooded by the January 1937 flood comprised approximately 60 percent of the area of the city situated on

the flood plain, and included a major part of the business district; a portion of the residential section; several municipal buildings, including schools and churches; the main line of the Chesapeake & Ohio Railroad; the approach to the Ohio River bridge; and a portion of the U. S. Highways Nos. 52, 23, and 60. Although no lives were lost, about 10,000 persons were made refugees. All business activities were suspended, telephones and electric services were interrupted, and water and gas supplies were shut off in the flooded area.

Major and moderate floods cause unsanitary conditions due to the flooding of buildings, backing of water into basements and disruption of sewage-system operation. Considerable expense is required for cleanup. In addition to the direct effect upon the population of Ashland, suspension of business in the city adversely effects the surrounding rural territory for which the city serves as a shopping center and source of supply. The community suffers the usual inherent hardships and hazards which result when a large portion of the inhabitants are driven from their homes or forced to move into upper stories. Extreme mental suffering is created by the constant threat of floods.

Effects of project.—The project will provide flood protection to practically all of the developed area subject to flooding in Ashland. According to the latest official estimate, the project will prevent an average annual flood loss to the city of approximately $184,000, the ratio of benefits to cost being 1.08 to 1.

The city of Ashland is located in a highly industrialized area. The Armco Steel Corp. employs at present 3,400 people and has recently authorized the construction of an entirely new plant adjacent to the old one which will cost between $36,000,000 and $54,000,000. The Ashland Oil & Refining Co. is building a new general office building adjacent to its old one at a cost of approximately $800,000, and employs 2,400 people in its work. Semet-Solvay Co., a subsidiary of the Allied Chemical & Dye Corp., employs approximately 800 people in its plant, and the Ashland Leather Co. approximately 600 people, and the employees of all these industries live in and around Ashland and a great many of them live in the flooded district and will have full protection when this project is completed.

Since the beginning of the construction of this project a large number of corporations and individuals have built business houses within the proposed protected area. The Greyhound Bus Lines has purchased property behind the wall for the purpose of constructing a modern and up-to-date terminal for the city of Ashland. The Ashland Oil & Refining Co. has a warehouse within the area to be protected and also the city of Ashland has purchased property to be used in connection with its public works program within the proposed protection area, and has built thereon buildings for that purpose. The Farson Motor Lines has located a new terminal within the area to be protected for the purpose of hauling steel sheets from the Armco Steel Corp. plant to Detroit and shell casing material to the Franklin Arsenal in Pennsylvania. This also affords protection for practically all of the wholesale district of the city of Ashland as well as its two banks and hotels.

We desire to incorporate herein by reference statements made before the subcommittee of the Committee on Appropriations, United States Senate, Eightieth Congress, second session, on H. R. 5524 at pages 1076, 1077, and 1078 of the printed reports of said hearings. Also statements made before the subcommittee of the Committee on Appropriations, United States Senate, Eighty-second Congress, first session, making appropriations for civil functions administered by the Department of the Army for the fiscal year ending June 30, 1952, found on pages 976, 977, 978, and 980 of the printed reports of said hearings.

The people of the city of Ashland, Ky., respectfully urge an appropriation in the sum of $900,000 for the Ashland flood-control project, which will be adequate for the completion of same. Bids for the pump stations, including installed equipment, were opened March 13, 1952, and all contracts for completion of the entire project have been negotiated.

Respectfully submitted.

DAVID ARONBERG,
Mayor, City of Ashland, Ky.
N. JACK MAYNARD,
City Manager.
A. W. MANN,
Corporation Counsel.
JOHN T. DEIDERICH,
Vice Chairman, Ashland Flood Control Commission.

COVINGTON FLOOD WALL, KENTUCKY

Senator CLEMENTS. Mr. Chairman, I have been advised by the Engineers that the House has cut $75,000 from their request for funds to carry on this year's activities on the flood wall at Covington, Ky. I would appreciate it very much, if it is agreeable with the chairman to have General Chorpening make a statement to the committee justifying the request for that additional $75,000.

General CHORPENING. Mr. Chairman, in my testimony earlier in the hearings I made a full statement which is already in the record on that, sir, asking for that restoration and explaining the reasons why we needs the funds.

Chairman MCKELLAR. It is already in the record.

General CHORPENING. Yes, sir.

MAYSVILLE FLOOD WALL, KENTUCKY

Senator CLEMENTS. Mr. Chairman, we have with us the mayor of Maysville, and she would like to take a statement to the committee with reference to the appropriation on the flood wall at Maysville. It is my understanding that the House committee allowed what the engineers requested. I think the mayor wants to let this committee know that they are hopeful that the Senate will concur in the House action.

Chairman MCKELLAR. All right, Mayor, we will be glad to hear you.

STATEMENT OF HON. REBEKAH HORD, MAYOR OF THE CITY OF MAYSVILLE, KY.

MAYSVILLE FLOOD WALL, KENTUCKY

Miss HORD. Senator McKellar and gentlemen of the committee, first I simply want to express the gratitude of the citizens of Maysville to you gentlemen for your kindnesses in receiving us and in approving our appropriations of the past. It has given us the hope to go on, and today we are here again.

I am going to ask the members of the flood wall committee of Maysville to speak for themselves in just a moment. I have just accompanied the members of the committee. It was these men, the members of the committee, who got together, and it was through their foresight and courage that the bonds were voted to start the flood wall in Maysville. It was started in 1948. Two sections have been completed, and we are now beginning our third section.

We came very near having a dreadful tragedy this last winter.

FLOOD CONDITIONS

The flood stage in Maysville is 51 feet, and it was predicted that we would have 61 feet. Upon the recommendation of the engineers we prepared to sandbag the town, but because of the excessive expense we had to withdraw those plans. It would have cost Maysville $130,000 to have sandbagged the small area which is not protected by the flood wall, to protect that section and the rest of Maysville would have suffered the same tragedy that we have suffered in the past 40 years.

During that time Maysville has been flooded once every 19 months. It would have taken people of great courage and dauntless spirit to have survived what the people of Maysville have. Even with all of this flood condition, today we are the second biggest burley tobacco market in the world. We have the world's largest manufacturer of power-driven pulleys, one of the oldest and biggest cotton factories in the world, the world's largest manufacturer of bicycles and other industries. We have one of the largest carnation plants in the world.

INDUSTRY

All of these industries are situated in the flood area. When I tell you there isn't a richer agricultural section in the United States, it is a fact. We are center of one of the best agricultural communities. We draw customers from Indiana, Ohio, and Kentucky to our tobacco market and to our livestock markets. The livestock markets too are in the flood area, and whenever there is a flood, not only Maysville is paralyzed but all of the surrounding territories because they have no place to market their produce.

During the last flood a year ago all of the tobacco that would have been sold in the tobacco markets of Maysville had to be taken to Cynthiana and Lexington, a distance of 60 and 70 miles.

It is with a little embarrassment that I come to you to ask money for Maysville, but I want you to understand—and I think you gentlemen realize this—that we are big holders of Government bonds. There is a lot of wealth in Maysville. The oldest bank in Kentucky is in Maysville, and we have three never-failing banks.

A bridge connects us with Ohio. We are on the main line of the Louisville & Nashville Railroad and have the best harbor on the Ohio River. It was because of this that Daniel Boone and Simon Kenny settled that town.

I would just like to add this comment: I was interested when Senator Taft began the proceedings with Zanesville. The shortest road in the entire United States between New Orleans and Detroit, Mich., is old Highway No. 68. It was over this that Andrew Jackson and Henry Clay had their famous dispute. Their old markers over 150 years old from Maysville to Zanesville are still standing on that road in Maysville.

So we are having too much water trouble. But the thing that I want to impress on you is that when Maysville is protected with this wall, it will be a happy day for our city. Today in anticipation of that millions of dollars have been spent. All of the industries thinking that we were going to have a wall—and you know, when it is known that you are going to have a wall, they think you are going to have it overnight—have gotten busy and have spent millions of dollars in Maysville. It looks better and is better than it ever was. But still we haven't any more protection than if we weren't getting a flood wall.

Of course, as our property values are increased by the flood wall, our revenue to the Federal Government will be increased proportionately. We will be that much sooner in paying the loan that you gentlemen can give us.

I want to thank you so much for what you have done, and please give us at least another $1 million so that we can proceed with this work.

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May I now present the chairman of the flood wall committee of Maysville, Mr. Alex Parker.

Chairman McKellar. Just one moment.

Madam Mayor, I can easily see why your constituents, after hearing what you have just said, the speech that you have just made, elected you mayor.

Miss Hord. Thank you, Senator.

I do want to present the members of our flood wall committee. Will you stand up, Mr. Parker.

Next is Mr. J. W. McNeil of Maysville. Then we have with us Mr. Tom Donovan who has just stepped out. I am sure you missed today, Mr. D. Bernard Coughlin who also represents the flood wall committee.

Mr. Parker for the flood wall committee has a prepared statement which he would like to present.

Chairman McKellar. The statement will be inserted in the record. Thank you very much, Madam Mayor.

STATEMENT OF ALEX PARKER, MEMBER, FLOOD WALL COMMITTEE OF MAYSVILLE, KY.

MAYSVILLE FLOOD WALL, KENTUCKY

Mr. Parker. What I have to say will add very little to what the mayor of our proud city has said. With her statement we are all agreed 100 percent.

It is our main wish to go ahead and finish this flood wall as the mayor has said. We are practically without any protection until it is finished. If we can get this $1 million next year, we will be practically two-thirds on the way, and then we hope to finish in another year.

I think probably the Engineers have said that it is possible to finish it in 1954.

I thank you very much.

(The statement referred to is as follows:)

STATEMENT OF THE REPRESENTATIVES OF THE CITY OF MAYSVILLE, KY.

May it please your honorable committee, we appear before you representing the city of Maysville, Ky., requesting an appropriation to continue the building of a flood wall on the Ohio River at Maysville, Ky.

The authority for the local protection project for Maysville, Ky., is the Flood Control Act of 1938, Public, No. 761, Seventy-fifth Congress, third session, and House Document No. 306, Seventy-fourth Congress, first session; House Committee on Flood Control, Document No. 1, Seventy-fifth Congress, first session; and Report No. 2353, Seventy-fifth Congress, third session.

The project consists of flood walls and levees.

The urgency for the appropriation for the project is apparent for these reasons:

(1) The flood stage at Maysville is 51.6 feet. During the past 40 years that stage has been exceeded by the Ohio River 25 times or on the average of 1 each 19 months.

(2) It is estimated that the annual loss which the project would prevent and protect us from approximates $250,000.

(3) Maysville's hospital during major floods becomes isolated to more than 75 percent of its potential patients and is practically useless.

(4) The city water-pumping station is submerged by all major floods.

(5) The city has many other industries, mercantile establishments, and three banks. The floodwaters in 1937 inundated about 1,300 dwellings making 4,300 persons refugees and 189 stores, 11 schools and churches, 2 hotels, 46 industrial buildings, and 1 of its 2 daily newspapers were flooded.

(6) Maysville, long known as a tobacco town, is the second largest burley loose-leaf market in the world. At least 50 percent of all these tobacco facilities are located in the flood district and the floods usually occur during the tobacco marketing and processing seasons. More than 2,500 persons in Maysville are employed in the tobacco industry. This industry, affecting farmers, manufacturers, processors, and employees is entirely demoralized by the major floods.

(7) Maysville's farming area produces more than 300,000 pounds of milk daily all of which is then lost during these times.

(8) Inside Maysville there is considerable railroad trackage which would be protected.

(9) Maysville voters voted in a ratio to 5 to 1 to issue bonds to pay its part of the cost including rights-of-way, damage, necessary utilities, and sewerage changes. The city's part of the money is now available.

(10) We respectfully refer you to the Chief of the Engineer Corps of the War Department for more detailed data which will corroborate the need for the construction of a flood wall and levies at Maysville, Ky.

We wish to thank you for your courtesy in affording us an opportunity to appear before you.

Sincerely,

FLOOD WALL COMMITTEE OF MAYSVILLE, KY.
ALEX PARKER, *Chairman.*
J. W. MCNEIL.
TOM DONOVAN.
D. BERNARD COUGHLIN.

Senator CLEMENTS. Mr. Chairman, Congressman Bates is here, and I would appreciate it if he might be heard at this time.

Chairman MCKELLAR. All right, Congressman, will you come forward please?

STATEMENT OF HON. JOE B. BATES, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KENTUCKY

MAYSVILLE FLOOD WALL, KENTUCKY

Representative BATES. Mr. Chairman, I do not have anything to say except that I might add to Mayor Hord's statement the fact that the clerk of your committee and the clerk of the House committee and our Army engineers went down to Maysville and saw this project this last year. I think they saw the necessity of it so much that that is what impelled the House committee not to cut this appropriation for this particular item.

I understand that this is the only one they did not cut some. I think the only reason for that was the fact that your clerk, our clerk, and the engineers also saw that with this $1 million and a like appropriation next year they could finish the project, and they felt that they should go ahead and do it.

Thank you very much.

Chairman MCKELLAR. We are very much obliged to you.

Senator CLEMENTS. Mr. Chairman, Congressman Watts represents the Sixth District in our State wherein the Jessamine Creek Reservoir would be located. He was out of the room a moment ago when that matter was brought up. He is back in the room now, and I am sure he would like to make some observations on that project.

Chairman MCKELLAR. All right, Congressman.

STATEMENT OF JOHN C. WATTS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KENTUCKY

JESSAMINE CREEK RESERVOIR PROJECT, KENTUCKY

Representative WATTS. Mr. Chairman and members of the committee, I am John C. Watts from the Sixth District of Kentucky. I want to endorse the statements that have been made in regard to the Jessamine Creek Reservoir project. It is the sole and only protection that the capital of Kentucky has. It has been approved by the Army engineers, and considerable money has already been spent on the planning of it.

We appeared before the House committee but due to the fact that they refused to grant any planning money at all we were not given the $50,000 that was requested this year.

This dam, if erected, will not only mitigate to the benefit of Frankfort but to the whole lower valley of the Kentucky River. It is tied in with the comprehensive flood program that protects the lower Ohio and the Mississippi River.

Frankfort has suffered a number of disastrous floods in the last number of years. It is not a thing that comes every 5 or 10 years, but you might say that every year we have some flood damage, and every other year serious damage from flood. So I hope the committee will give due consideration to the request.

There are a good many here today from Frankfort, but they did not want to take up the committee's time. Mr. Dailey spoke for the group.

Thank you, sir.

Chairman MCKELLAR. Thank you, Mr. Congressman.

Senator CLEMENTS. Mr. Chairman, Congressman Golden, who represents the Ninth Congressional District of our State, is here. He desires to present, for himself, and for that area of our State, and for me the Pineville project, the Middlesboro project and the Barbourville project. I present to you Congressman Golden, and I would like to state that it is just in the interest of conserving time that he is making this statement, and he speaks for both of us.

STATEMENT OF HON. JAMES S. GOLDEN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KENTUCKY

PINEVILLE AND BARBOURVILLE FLOOD CONTROL, AND MIDDLESBORO, KY.

Representative GOLDEN. Mr. Chairman and members of the committee, we deeply appreciate your kindneesses to us in the past. We have been before your honorable committee in years gone by on these projects.

I think that when we get them under discussion you will probably remember some of the facts in connection with them.

With the permission of the chairman, I would like to first discuss Pineville and Barbourville. They are in the southeast section of Kentucky, and on the Cumberland River.

These two towns are about 18 miles apart, and they present similar circumstances. They are on what we call the Cumberland Valley division of the Louisville & Nashville Railroad. That branch of the

railroad begins at Corbin, Ky., in Knox County, runs through Knox County and Bell County and Harlan County, a distance of approximately 100 miles.

CUMBERLAND RIVER FLOODS

The Cumberland River has its source in Harlan County, and runs through the county seat of Bell County, Pineville, Ky., and through the county seat of Knox County, Barbourville, Ky. It is a stream of about 600 miles in length, and traverses much of the State of Kentucky and the State of Tennessee. It is one of the large tributaries of the Ohio.

Now, this section of the upper Cumberland River Valley has a tributary which we know as Yellow Creek which runs through the city of Middlesboro. During the discussion, I want to say something about the needs for flood control in the city of Middlesboro, Ky., also.

Yellow Creek empties into the Cumberland River just above Pineville. Now, this section is in the heart of the very fine bituminous coal section of southeast Kentucky. The highways and the railroad and the river all go through these small Kentucky cities.

When these floods come they flood the highways. The fact of the matter is that the Cumberland River flows through the hearts of these two towns. They are flash floods. They come up suddenly.

I have known of the citizens of these towns feeling secure at 9 or 10 oclock at night and then when these tremendous rains fall in Harlan County and parts of Bell County, by 4 o'clock in the morning sometimes we have as much as 6 to 10 feet of water going through the hearts of our little towns, into our homes, and our businesses, and our schools, and our public buildings, and our churches. When they do come they carry a great deal of debris and mud because of the swiftness of the water—and much of our country is mountainous—and they leave a deposit of from 6 to 12 inches of mud in all of our homes and in all of our business establishments and public buildings and on our streets and highways.

Now, this section produces a very large percentage of the necessary bituminous coal that is being used in our war factories here in America. There is a production in the United States of 500,000,000 tons of coal per year. These three towns in these three counties that we have now before us produce an average of 20,000,000 tons of bituminous coal each year which is a considerable percentage of that which we need in times of peace and in times of war.

COAL INDUSTRY

In addition to that, I might say that the trains are made up that come out of these various coal camps there in Pineville, Ky. They have railroad yards there. Probably the largest coal mine in the world is in Harlan County at Lynch, Ky.

All of that coal goes into the steel mills of the United States Steel Corp. Since the Korean incident the production of coal at the United States Coal Co. at Lynch, Ky., has been tremendously stepped up.

There is another great steel company that has a coal mine in this section, the Wisconsin Steel Co. They send out not a few carloads of coal but trainloads of coal out of there every day. They are what

we call captive mines. That coal is not sold upon the markets here in America. It is all delivered to the steel mills.

I think we are all familiar with the fact that we cannot make steel unless we have bituminous coal. The United States Steel Co. is the largest producer of steel not only in the United States but in the world. Their chief supply of bituminous coal is in that section. There are more than 100 other coal mines in these three counties. That coal cannot get out of there unless it comes to Pineville which community we seek to protect with a floodwall. The trains are made up in the railroad yards in a little suburb known as Walls End about a quarter of a mile from Pineville. These coal trains then pass on through Barbourville.

FLOODWALL PROJECT

Now, our engineers have made an exhaustive and accurate survey of these conditions. We think they have plans that will give us complete protection. They have had these questions up for several years. They propose to build around Pineville and around Barbourville what we call a floodwall. That floodwall is planned to be 3 feet higher than the highest flood on record which occurred in 1946.

When these floods strike all business is paralyzed. We think that we give to our Nation some of the essential products that it needs now in this great emergency. Those products cannot reach the market in time of flood. For weeks and sometimes months after these floods strike the homes of our workers and of our entire citizenship they are demoralized and paralyzed. They send in road-cleaning equipment and assistants from many of our neighboring towns not only in Kentucky but in Tennessee, your good State, Senator McKellar, in order to help us dig out of the mud.

The Army engineers send in large numbers of men and trucks and the State highway department comes down to help us relieve ourselves of the tremendous loss and damage that is inflicted upon us.

The Red Cross has spent hundreds of thousands of dollars to try to feed and shelter and protect the health of our people when these devastating floods come.

These gentlemen who are so familiar with these projects, the engineers, have estimates in their records of the damage that has been inflicted upon Pineville and Middlesboro and Barbourville over many years in the past. In 1946 the damage to these three towns was equal to the cost of giving us the protection.

As my colleague, Mr. John Watts, of Kentucky, said about Frankfort, these are recurring floods. We have some of them every year, and every 2 or 3 years we have devastating, demoralizing, destructive floods in these towns.

Now, in addition to this essential product of biuminous coal that is rolling every day and every night into our steel mills and into our aluminum mills, we are very close to the atomic-bomb plant over in the Tennessee Valley over at Oak Ridge, Tenn. The largest aluminum plant probably in the United States is just across the line in Tennessee. We furnish coal to those great war plants in Tennessee. We furnish coal to the great factories in Detroit. We have these railroads that go north, east, south, and west. Those coal trains are

now furnishing some of the essential products to keep our factories rolling here in America.

Now, we were before your committee in 1950. I think you were convinced of the necessity of allowing us to go forward with these projects. You were kind enough to put us in. But, in July of that year, as you know, we had our trouble in Korea and in conference they cut us out.

LOCAL FLOOD CONTROL CONTRIBUTION

Now under the encouragement given to our people by the Congress our very good Senator and myself after we were put in the appropriation bill, felt we were going to get this Federal help and our communities had an election. They voted bond issues in order to supply that portion of the money which the Army engineers said each community should supply. They assessed Pineville, Ky., with $490,000, and Barbourville, Ky., $290,000. The citizenship of those two towns voted overwhelmingly to subscribe their part of the money.

In order that there could be no hold-up in those bond issues, they were tested through the courts, the highest courts in Kentucky. They have been approved and we have had our money down there waiting to have the Federal Government match the money which we have raised so that we could go forward with these badly needed projects.

In addition, I started to say a moment ago, to the necessary coal which we produce, since we were before your committee in 1950 the Kentucky Utilities Co., which has a very large electric generating plant where it creates electricity and this plant is just down the Cumberland River from Pineville, Ky. It is only a few miles from that plant across the Tennessee line, the Oak Ridge bomb plant. They asked Kentucky Utilities Co. to double their capacity and to build a special line, a high transmission line carrying necessary electricity from the generating plant of the Kentucky Utilities on the Cumberland River over to the Oak Ridge bomb plant.

This company has completed that addition. They have doubled their capacity. They have built the high transmission line since we were before your committee.

Now, we can't get that coal to that plant when these towns are flooded and the water is from 6 to 10 feet across the public highway. We have put down there a conveyor system across the Cumberland River from this plant, and we transfer that coal from the highway across the river to this plant that is now feeding electricity to the bomb plan at Oak Ridge, Tenn. All of that is stopped and paralyzed in times of flood unless we can get some help from this honorable committee to go along with this work.

I am happy to say to you gentlemen that when Senator Clements and some other Members of Congress and our colleague, Senator Underwood, and myself, appeared before the Director of the Budget, Mr. Frank Pace on these appropriations when he held that important position, he said to us that these two projects, in his mind, occupy the highest position of need and justification of any projects that he had heard of in the United States, that they did not cost much money, about $4 million for both of them with a very high percentage of local contribution.

He said that often when he was arguing for taking care of the American people here at home in these flood-control projects which are essentially the duties of the Federal Government, he cited Pineville, Ky., and Barbourville, Ky., as examples of the great need that we had to carry on our time-honored custom of helping communities with flood-control projects.

We furnish these essential elements and products. We are ready to go forward with our part. I think that it would be money well spent to let us have sufficient appropriations put in the hands of these engineers to build these projects for these two towns.

Now, I might say another thing: When these terrible floods hit, an agent of the Internal Revenue Department comes down there and he helps our citizens make out their income tax. The losses are terrific. In 1 year alone there was a tax loss in Pineville, Ky., of $450,000 and a similar loss in Barbourville. The tax loss to the Federal Government in 3 years' time would pay back the money that we are asking for these two projects from the Federal Government.

MIDDLESBORO FLOOD-CONTROL PROJECT

Now, if you gentlemen will permit me, I would like to talk some about Middlesboro, Ky. It is in a different category. It is a project that has already been authorized and has been mainly completed.

Along about 1937 and 1938 through an act of Congress with money appropriated by the two Houses, the Army engineers went on Yellow Creek just above Middlesboro and built a canal to take the flood-waters in that watershed away from Middlesboro and carry it down into Yellow Creek and spare that city of about 15,000 people the devastating effects of the floods.

That work was partly finished and gave us complete protection until recent years.

Because of the growth of small trees and vegetation in this canal and because possibly of the fact that much hardwood timber has been moved out of this region on account of the war effort, our floods are worse than they used to be, and this canal is no longer sufficient, mainly because of the fact that it has been overgrown and stopped up to keep that water out of the city of Middlesboro.

Now, we are having bad floods up there this year. This year the water was several feet deep right through the center of the city of Middlesboro. The Army engineers have been up there. They have found the condition which I would like to have you see depicted in these pictures that I now show you. They show you exactly how this channel has grown up and where the water is stopped up so that it can no longer get through.

The Army engineers have been there recently. They say that there are three things that are necessary to be done. They are cleaning out the channel and possibly raising the bank a little bit.

Chairman McKellar. Just a moment, please. Senator Hayden, will you take charge.

Senator Hayden. Proceed, sir.

BANK STABILIZATION AND CHANNELIZATION

Representative GELDEN. The Army engineers have been up there since this recent flood. We have had one or more floods in the last 5 or 6 years, every year there in Middlesboro. The engineers tell us that they can remedy this condition and that these things are necessary to be done. They must have sufficient money to go in there and clear up this channel and possibly raise the bank a little bit. They state further that it is necessary for the citizens in Middlesboro to repair at a cost of about $175,000 certain storm sewers that have been broken and which have gotten out of repair, and that the L. & N. Railroad Co. which hauls all of this coal and which has built a bridge across this canal should widen that bridge so that it will not form an obstruction to the free flow of the water.

We think that with reasonable sums turned over to the Army engineers and with the cooperation of the city which is very willing and anxious to cooperate, within a short time we can restore this flood-control project. I think it is the duty of the Federal Government to maintain this project so that we can have complete protection from flood damage in Middlesboro, Ky.

Now, Dr. Jones is here representing all the citizens of Middlesboro, and after I have concluded, I wish to ask the committee to hear Dr. Jones.

Before I leave the Barbourville and Pineville projects, my secretary has handed me some pictures which show the terrible flood conditions that occur in Pineville, Ky., and Barbourville, Ky. Back when our senior Senator from Kentucky was the Governor of that great commonwealth and was doing everything that he could to help us in these terrible flood times, he and some other officials of our State flew over Barbourville and Pineville and took some aerial pictures. I think maybe Senator Underwood took those pictures, and was along with you. [Speaking to Senator Clements of Kentucky.]

Here is an aerial picture of Barbourville which shows you how our town was drowned out and almost destroyed when this flood struck. And here you will note some little homes in Pineville and Barbourville. The picture shows how the floods encroach upon the residential sections of those cities.

JOINT STATEMENTS BY CONGRESSMAN GOLDEN AND SENATOR CLEMENTS

Now, Mr. Chairman, we have a joint statement prepared for Senator Clements and myself, one statement covering Pineville and Barbourville because they are so similar, and another statement, a separate statement covering the maintenance which we wish to obtain for Middlesboro.

Senator HAYDEN. The statements will be included in the record.

(The statements referred to follow:)

STATEMENT OF HON. EARLE C. CLEMENTS, A UNITED STATES SENATOR FROM THE STATE OF KENTUCKY, AND JAMES S. GOLDEN, MEMBER OF CONGRESS, NINTH DISTRICT OF KENTUCKY, IN REGARD TO FLOOD-CONTROL PROJECTS AT PINEVILLE AND BARBOURVILLE, KY., ON THE CUMBERLAND RIVER

Mr. Chairman and members of the committee, we are before your committee requesting that the two approved flood projects of Pineville and Barbourville, Ky.,

be placed in the pending appropriations bill for flood protection for these two small cities on the Cumberland River in southeast Kentucky.

During the last several years we have heard many distressing conditions discussed before committees of Congress and the Senate about the terrible damage and destruction inflicted upon our American people by floodwaters.

These two Kentucky projects present all of the horrible conditions that usually prevail when some river goes wild and flows through the towns and cities of our country, inflicting widespread distress, suffering, damage, sickness, and destruction. These two Kentucky towns are both on the Cumberland River, about 18 miles apart, and each of them presents the same problems and can be remedied by the same procedure.

Each of these projects has successfully cleared the 20 or more departments of government that deal with flood control; each of them has been authorized by an act of Congress; each of them is held to be feasible, and we were placed in the appropriation bill by the Senate in 1950, but after the Korean war incident were cut out in conference between the two Houses.

Pineville, Ky., has been certified as essential by the President, and Barbourville is in exactly the same factual situation.

In brief, the facts connected with these projects are as follows:

The estimate of the Army engineers to construct a flood wall around Pineville, Ky., is $1,540,000, of which amount $490,000 is to be put up by the local peop'e.

The estimate for the construction of the flood wall at Barbourville is $2,040,000, of which amount $290,000 are to be put up by the local people.

Both of these small cities have called an election of all of their peop'e and each of them has overwhelmingly voted a bond issue to raise its portion of these flood-control projects, and to make sure that the steps were legal, these flood-control projects and bond issues have been carried through the highest court in our State and have been held to be legally voted and appropriated. Each town has its portion of the money ready and waiting.

These two towns are on the Cumberland Valley division of the L. & N. Railroad Co. This Cumberland Valley railroad runs from Corbin, Ky., in Knox County, through Barbourville, Ky., in Knox County, and through Pineville, Ky., and on into Harlan County, Ky. The entire length of this branch line of the L. & N. Railroad Co. to Lynch, Ky., its terminus, is approximately 100 miles. This railroad serves one of the richest bituminous coal fields in America. There are more than 100 coal companies producing coal in these three counties, and the report of the Army engineers shows that there is a national output of approximately 500,000,000 tons of coal a year in the entire United States and these three counties of Harlan, Bell, and Knox, on the Cumberland River and on this railroad, produce approximately 20,000,000 tons of coal each year. They can produce 25,000,000 tons in case of a national emergency.

Coal is essential to make steel. A large percent of this coal goes into the steel mills of America and other large quantities go into the plants and factories making defense materials. The United States Steel Co. has one of the largest coal mines in the world on this branch railroad at Lynch, Ky., and Wisconsin Steel Co. has another very large coal mine at Benham, Ky. All of this coal is used in the steel mills and none of it is sold.

This region is very close to the atomic power plant at Oak Ridge, Tenn., about 80 miles distant. Much of this coal goes into the Tennessee Valley to produce aluminum, electric power and other essential war materials.

All of this coal passes through Pineville, Ky., where there is a railroad yard and trains are made up going north, east, south, and west, to feed the factories and war plants of this Nation. After leaving Pineville they pass through Barbourville, Ky., another town that we seek to protect from these floods.

Cumberland River is more than 600 miles long. It has its source in Harlan County, flows through Pineville and Barbourville and on down through Kentucky and into Tennessee, and is a tributary of the Ohio River.

When these floods strike they are flash floods and come up very quickly and they have devastating effects upon all of our people. Fifteen or twenty thousand peop'e work in and around the coal mines in this section and the coal industry in this section produces $50,000,000 worth of coal each year. When the Cumberland River goes into flood stage, it flows through the business and residential sections of Pineville and Barbourville. Sometimes the water in the principal streets gets from 6 to 8 feet deep; the highways are flooded; the home and business property, public buildings, schools and churches are flooded, and all business is paralyzed. For weeks and months after these floods strike, the people are trying to clean up the mud and debris that is left; sometimes, from

6 inches to a foot of mud is left in the homes, schools, public buildings and business places of these towns and terrible damage is inflicted upon the property and the people by them. We have recurring floods almost every year. The Army engineers, the State Highway Department, the Red Cross, and many neighboring towns and cities send in street-cleaning equipment, trucks and men to help us dig out and survive after each of these floods. Sometimes, our neighboring Kentucky cities as far as 200 miles away send help and relief.

The State Board of Health goes to each town after these floods, and thousands of people have to be vaccinated against the dangers of typhoid fever and other diseases.

The plan of the Army engineers would give complete protection to each of these towns by the same proceedings, of building a flood wall around the town and keeping the river out of them. The Army engineers, in three large volumes, have made reports, wherein these two projects are set forth and showing the terrible damage that has been inflicted upon us by some of these floods.

This estimate of damage since 1918—to 1947, for the city of Pineville is as follows:

Date of flood	Stage in feet	Estimated damages
January–February 1918	47.3	$806,000
November 1928	(1)	409,500
March 1929	47.3	806,000
January 1932	(1)	325,000
February 1939	44.3	58,500
February 1940	41.8	15,600
January 1946	49.3	1,451,500
June 1947	42.5	19,900
Total for floods of record		3,892,000
Estimated average annual damages, 30-year period		129,730

[1] From damage survey.

The 1946 flood was the most devastating and destructive of any flood on record for Pineville, and the estimated flood damages for that year are broken down as follows:

Item	Units	Damages
Residential property damaged	563	$723,900
Residential property destroyed	100	
Commercial and industrial property damaged	121	614,800
Institutional property damaged	18	99,800
Streets and miscellaneous property		13,900
Total		1,451,500

The report of the Army engineers shows that the tax losses in Pineville for the year 1946 amounted to $450,000. It will also be noted that the 1946 flood inflicted enough damage in that 1 year to pay for the entire cost of the project.

An estimate of the damages in Barbourville, Ky., is approximately the same. The estimate as set forth in these reports for 1946 is as follows:

Item	Units	Estimated damages, 1946 flood	Units	Estimated damages, project flood
Dwellings damaged	511	$544,500		$1,040,000
Dwellings destroyed			200	
Dwellings damaged			311	481,000
Do			145	559,000
Commercial and industrial property damaged	25	126,600	25	390,000
Do			34	531,000
Institutional property damaged	6	16,600		
Do			13	169,000
Streets, utilities, and miscellaneous property	L. S.	32,500	L. S.	130,000
Total		720,200		3,120,000

The following are the estimated flood damages at Barbourville for the period between January 1918 and June 1947, as shown by the report of the Army engineers:

Date of flood	Gage at mile 635.2, stage in feet	Estimated damages	Date of flood	Gage at mile 635.2, stage in feet	Estimated damages
January 1918	39.5	$533,000	April 1931	28.0	$1,600
February 1923	30.6	15,600	January–February 1937	29.8	9,100
January 1924	26.9	1,300	February 1939	37.6	234,000
December 1924	30.2	11,700	December 1942–January 1943–February 1944	(1)	1,300
May 1926	26.9	1,300	January 1946	41.5	720,200
December 1926	35.9	130,000	June 1947	35.0	94,900
May 1927	36.5	157,300			
November 1928	35.0	94,900			
February 1929	28.0	1,600	Total for floods of record		2,491,400
March 1929	39.2	483,600			

(1) From damage survey.

To describe the loss and suffering inflicted upon the people of these two small cities would be almost impossible. People are driven upstairs in their homes, if they have an upstairs, or into attics, or anywhere else that they can survive. They are supplied with food and medical aid by boats.

These two towns are located somewhat between the atomic-energy plant at Oak Ridge, Tenn., and the new atomic-energy plant at Paducah, Ky.

Just below Pineville, Ky., the Kentucky Utilities has a very large generating plant. In the last 3 years they have built an addition to this plant and almost doubled its capacity to produce electricity. They have built a direct line from this plant to the Oak Ridge bomb plant in Tennessee, and they can and do furnish essential electricity for this power plant and other vital war plants in the Tennessee Valley. This electric energy is produced by burning bituminous coal that is furnished by this section. When the floods come and the highways are flooded, all coal transportation by truck to this plant is cut off and terrible damage is inflicted all around.

This section of Kentucky produces hardwood timber that is used in the war plants of the country, and as these floods come in these towns and surrounding country they overflow the highways and the timber cannot be moved.

There have been some devastating floods since the Army engineers completed their report for the year 1947. Our people live in constant dread of a recurrence of these floods. We believe that these projects are both justified in time of war and in time of peace. Our people make a considerable contribution to our defense efforts; we have raised our part of the money and we believe it is the duty of the Federal Government to help us, and we urge the chairman and members of this committee to place these two projects in the present appropriation bill so that we will not have to continue to suffer these losses and destruction.

STATEMENT OF HON. EARLE C. CLEMENTS, A UNITED STATES SENATOR FROM THE STATE OF KENTUCKY; AND JAMES S. GOLDEN, MEMBER OF CONGRESS, NINTH DISTRICT OF KENTUCKY, IN REGARD TO THE COMPLETION OF THE FLOOD CONTROL PROJECT AT MIDDLESBORO, KY.

Mr. Chairman and members of the committee, several years ago a flood-control project was authorized by Congress and money was appropriated by our Federal Government to install a flood-control project on Yellow Creek in Middlesboro, Ky., and this project was put into effect but never completely finished. Even in its partially completed condition, it afforded great protection to this city of approximately 15,000 population, for many, many years. However, in recent years, the channel built by the Army engineers to carry the floodwaters around this city has become overgrown and stopped up until it no longer is adequate to carry sufficient water to keep the banks from overflowing and allowing the water to flow into the very center of the business and residential sections of the city.

On account of the removal of vegetation, and possibly on account of increased rainfall in this section, the floods have become worse and worse in recent years, and, in the last 8 or 10 years, on account of these conditions, the floodwaters have been several feet deep almost every year in a large section, including the business section, of this city.

Th Army engineers, working in connection with the officials of the city and with the committee representing the citizenship of this city, have looked this situation over and they find that to remedy it, the city itself will have to expend approximately $175,000 to repair the storm sewer system to carry off the surface water that gathers after hard rains, and that the Federal Government, through the Army engineers, would have to clear out the channel of this flood-control project which has become so overgrown and stopped up that it is almost impossible for it to carry the water around Middlesboro so as to keep it from overflowing and going down through the center of this town.

It is perfectly possible and practicable to complete this project and to afford relief for this distressing situation and as the loss is so frequent and damage so heavy, it is honestly hoped that this committee will appropriate sufficient funds according to the plans and recommendations of the Army engineers for the Federal Government to complete this project and clear out this channel and make such additions as may be feasible and necessary to carry this great quantity of water around the city and prevent its flowing through the city in case of heavy rains.

This is not a new project, it is the completion of an old project which has heretofore been authorized and partially completed, and it would in no wise violate the present emergency rules and policy of our Federal Government to include in this appropriation bill sufficient funds for this purpose in the present bill.

In the present year they have had a devastating flood that invaded a large portion of Middlesboro, Ky., and inflicted severe damage. These are flash floods and come up very suddenly and conditions have grown so bad that if we have 2 or 3 days of hard rain this city is flooded.

This situation was called to the attention of the Army engineers, the citizens committee, and the officials of the city visited the district office of the Army engineers at Nashville, Tenn., that has jurisdiction over this section of Kentucky, and we took this situation up with the Army engineers here in Washington, and they have recently sent representatives of the Army engineers on the ground and are quite familiar with the present situation and know how to relieve these citizens and property owners of this terrible condition.

We most respectfully and earnestly urge this committee to afford relief to these citizens by appropriating sufficient funds to the Army engineers to complete this project and control these floods.

STATEMENT OF W. I. JONES, PRESIDENT, MIDDLESBORO AREA DEVELOPMENT ASSOCIATION

MIDDLESBORO FLOOD-CONTROL PROJECT, KENTUCKY

Representative GOLDEN. If the committee will permit, I would like to present now Dr. Jones who is giving all of his time to taking care of the citizens of Middlesboro. He has been requested by the citizenship of that town to come up here.

Senator HAYDEN. We will be glad to hear you, Mr. Jones.

Mr. JONES. I want to thank Congressman Golden for making my speech for me this morning, so I will make mine short.

I am W. I. Jones, president of the Middlesboro Area Development Association, and I will make a short summary here of what I would say if there were much more time.

Senator HAYDEN. Your statement in full will be included in the record.

Mr. JONES. Middlesboro is a town of about 14,000 people. I will not dwell on the coal resources or other things that have been mentioned. But I would like to deal more with the people themselves.

BACKWATER FLOOD CONDITIONS

About 3,000 people in our town have to be moved or are affected every time we have a heavy rain. That is not our water. The water

comes from the mountains and part of it goes around the flood-control project that was completed in 1938 and strikes the valley where the trees and the brush and the debris accumulate. Then the water comes back around the end of the levee and the backwater hits the town. So we are suffering from backwater.

FUNDS REQUIRED

Now, the project that the engineers have worked out, I understand, will take $520,000. That will open up about 4 miles of the valley below us to let the water run out. It will take $140,000 for the work inside the town which is for storm sewers and one or two levees that have to be built.

Now, we will take care of that. I have been instructed by the mayor of the city and by the commissioners to say that somehow or other the city of Middlesboro will do that part inside of the town. What we need is relief for the water that comes through the town and runs on out of the town.

Now, I fully appreciate the needs of Pineville and Barbourville below us. They are our neighbors, and we certainly wish them success in their efforts.

It is 40 miles up to the Harlan County area, where most of that water starts in the big floods. If we had that channel open so that the water would run out, it would pass Barbourville and Pineville and the danger to those two towns would be reduced.

Now, the Government has been very kind in developing a park at Middlesboro which will be opened next year, I understand, or very soon. It is a national park, and in its connection there will be new highways built and many improvements made. These highways themselves will not be used when these floodwaters come to us once or twice every year.

Some of us keep rubber boots around so that we can go down into the bottoms and pull people out of there every time we have a heavy dew. Now, we do not have distilleries in our town, but we have mountain dew, and there is sometimes a lot of that.

Now, some of you who have not been down to Middlesboro will be there when the park is open, and we want to have a beautiful, dry place ready for you. We are also ready now to bring in factories and other facilities which we are going to do, but it is very difficult for us now because of these floods.

Also we have our fine bottom land there from which we have to pull out our people when the flood hits. That land could be utilized for gardens and for factories and for homes to build the whole section up. That is a vital part of Kentucky and a vital part of the United States.

COMPLETION OF PROJECT

On December 22, 1944, the Flood Control Act authorized completion of this project, and that was contained in House Document 495 of the Seventy-eighth Congress. I understand that there were a few other things authorized at that time also. We do hope that you will consider Middlesboro.

Now, 8 years ago we were hoping that this would be done, and 8 years is a long time to have to pull people out of the mud.

Then another thing that bothers us up there is that right at this time our minds are in distress, and there is a lot of unemployment. If we have these projects so that the engineers could start work on it, we could put a lot of those people to work.

Now, we appreciate all that the Government is doing for us down there. We haven't learned yet to talk in terms of millions, but we have gotten up to a half million. We use the half-million figure as what we need to complete our project.

Now, if this project is not completed, this vegetation and the trees that are growing down in the valley will continue to be worse every year so that eventually I can foresee the time when we might just have to move out and just consider ourselves a lake, taking the high spots. We use most of those up as good places to build.

Thank you very much for the courtesy of allowing us to present the case for Middlesboro.

Senator HAYDEN. I would like to ask General Chorpening whether you have any equipment, special equipment for removing vegetation of this kind?

General CHORPENING. We have snagging equipment which we use, Senator. When we get into hyacinth and things of that type, we get into the use of chemicals.

Senator HAYDEN. The reason I ask that question is that in the State of Wyoming they have developed a bulldozer which carries a saw in front of it which cuts things out quickly.

General CHORPENING. We have used those particularly in our clearing operations.

Senator HAYDEN. I take it from this picture of this canal that it would be a clearing job. If you had some money, you could get right in there and do it, could you not?

General CHORPENING. Yes, sir.

(The prepared statement follows:)

MIDDLESBORO AREA DEVELOPMENT ASSOCIATION,
Middlesboro, Ky., May 19, 1952.

SENATE COMMITTEE ON FLOOD CONTROL,
Washington, D. C.

GENTLEMEN: The attached photograph of the flood situation in Middlesboro, Ky., will give you an idea as to the pressing need for relief that exists. We would like to call to your attention the following points:

1. A flood-control project was begun about 15 years ago and it was contemplated that additional work would have to be done to relieve Middlesboro of the flood hazard. At that time, a levee of about 2 miles was built which carries much of the water around Middlesboro, but due to the fact below Yellow Cheek is so congested with trees and debris that the water cannot escape and backwater floods about one-fourth of the town. As trees and undergrowth increase, the floods become more dangerous. It is for the completion of the flood project that we make this request.

2. We do not have the exact figure of the costs of this project as has been needed by the United States Army engineers but we understand this is on file with the Chief, United States Army engineers, Washington, D. C. It has been variously estimated at from $500,000 to $700,000 for the complete job.

3. It is also our understanding that preliminary surveys and estimates have been made and that the United States Army engineers will be prepared to undertake the project as soon as funds are available.

We therefore respectfully request that Middlesboro be given relief from these flood hazards so that the danger to life, health, and economic progress will be removed.

We have the honor to remain,
Sincerely,

MIDDLESBORO AREA DEVELOPMENT ASSOCIATION,
By W. I. JONES, *President*

NEED FOR COMPLETION OF FLOOD CONTROL, MIDDLESBORO, KY.

PRELIMINARY REMARKS

It is not a new project that is needed at Middlesboro, Ky., but the completion of the flood-control project started in 1936. The purpose of this brochure is not to request the Congress for funds with which to begin a new flood-control project, but to complete one that was begun around 1936 and suspended 2 years later. Completion of this project is necessary to relieve the town of the hazards of floods that occur frequently at great damage to the community. Requests that are made herein should free Middlesboro from these perpetual hazards.

Middlesboro, Ky., is located near Cumberland Gap where Tennessee, Virginia, and Kentucky come together. Touching the corporate limits is the new Cumberland Gap National Historic Park which will be dedicated in the near future. The town itself is located in a basin surrounded by mountain ranges down which pour torents of flood waters in heavy rains all converging on the town from which there is only one outlet—the valley of Yellow Creek. This town is inhabited by loyal Americans who go about their peaceful ways until the heavens open and the roaring streams come down from the mountains flooding one-fourth of the town. Then the Red Cross, Salvation Army, police and fire departments take the boats carrying from their homes old and young, colored and white, the sick, mothers with babes in their arms, and take them to shelter where food, clothing, and medical care must be provided until the waters subside. Then they wade mud back to their homes, pull beds and clothing out of the mud and wash them and wash mud from their floors. All of this comes about because of a delay in the completion of a project that ought to have been done 14 years ago.

POPULATION AND LOCATION

Within the corporate limits of Middlesboro are 14,000 people, about 3,000 of whom live in the flood zone. Many of them have businesses that suffer heavy losses each year from the floodwaters. Through the town runs United States Highway No. 25–E from Cincinnati and Louisville south. Over this highway travel thousands of north-south tourists. Both the Louisville & Nashville and Southern Railways cover Middlesboro. A new airport is being built. Highway, railway, and air afford the three means of transportation. The floods seriously hinder roads, railways, and the airfield seriously affecting the economic life of the community.

FLOOD DAMAGES

Since the original flood control was built 15 years ago, 14 floods have occurred driving people from their homes, destroying their gardens and household goods, flooding streets, highways, and stores, doing damages estimated at more than $4,000,000 which is half the tax assessment of the community. This loss included damages to homes, household goods, food, clothing, gardens, stores, filling stations, railways, highways, telephone lines, sewerage systems, streets, bridges, and loss of time by people thrown out of work.

CAUSES OF FLOODS

As stated above, Middlesboro lies in a basin rimmed by the high Cumberlands on the east and the south with the Canada Mountain ranging on the north and west. Heavy rains send swollen streams from each of these mountain ranges through the town. Before 1936 when the first flood control was started, these swollen streams sent swift currents through the streets in terrific forces. The levees built at the beginning of the project turned the waters of Canada Mountains around the town to the valley of Yellow Creek on the eastern edge of the corporate limits at what is known as the Tannery. There the levee ends abruptly allowing Little Yellow Creek to flow through. During floods, waters behind the levee form a wall through which little Yellow Creek and other floodwaters flowing through the town cannot pass and the town suffers now from backwaters caused directly and entirely by floodwaters flowing behind the levee and because the valley below does not permit the floodwaters to flow freely on toward the Cumberland River.

THE REMEDY

The removal of flood hazards from Middlesboro seems to be a simple matter of engineering. In the town of Middlesboro storm sewers must be improved and repaired and two short levees built that will turn the water coming from the west into the canal leading out of town into the Yellow Creek Valley below the outside of the corporate limits and for nearly 4 miles east of the town, the Yellow Creek Valley must be opened to allow the waters to escape. For a distance of about 4 miles, Yellow Creek meanders through crooked beds along which is a mass of trees and debris which hinder the floow of floodwaters causing the backwaters which affect the town. A canal perhaps 50 feet wide and straight, out to the falls below, commencing at the old levee, would allow the waters to flow freely and remove the damage and danger from floods. There is another advantage in this flood-control project which affects our neighboring towns of Pinesville and Barbourville. The distance from Harlan headwaters in Pineville is 40 miles and from Middlesboro to Pineville is 14 miles. To complete the Middlesboro flood-control project and allow Middlesboro waters to pass Pineville and Barbourville before the arrival of Harlan waters, thus reducing the danger to these towns.

THE COST

From estimates it would seem that the storm sewers and levees in the town of Middlesboro would cost $175,000. The estimated cost of straightening and widening the bed of Yellow Creek for about 4 miles would cost around $700,000, and we are seeking funds from the Congress to complete the flood-control project. This request is made with the hope that the original flood-control plans which have been delayed for a long time at a great cost of money, health, and inconvenience to Middlesboro can be completed. Very soon a new airport will be completed, and even this will lose its usefulness during high waters unless relief is found. New highways are being planned, and these, too, will be damaged and the tourist trade slackened unless this project is completed. The United States engineers have made surveys and are familiar with costs and designs. Middlesboro is striving to grow but finds it difficult due to the economic conditions in coal mines which afford much of the income for the town and due to the danger from floods which prevents expansion and removes much valuable land from the possibility of homes and industries. Removal of this flood hazard will enable Middlesboro to expand to tourist and retail trade and open hundreds of acres of bottom lands to gardens, homes, and factories; thus the value of property would increase and would eventually pay back the cost of the project in the form of tax income. We, a representative committee of Middlesboro citizens, respectfully pray the Congress to make sufficient funds available to give the relief we seek. We pledge our cooperation to the fullest extent and help to relieve our community of this perpetual hazard.

Respectfully submitted.

Middlesboro Area Development Association, Inc., W. I. Jones, President; Flood Control Committee: Mayor Sherman Chasteen, Commissioner Floyd Ball, Commissioner Dr. W. K. Evans, Arthur Rhorer, K. N. Harris, Fred Seale, G. C. Owen, H. C. Williams, Glenn Justice, E. V. Williams.

Senator CLEMENTS. The reason we are here, Mr. Chairman, is to obtain the money.

COVINGTON FLOOD WALL, KENTUCKY

Mr. Chairman, I would like to make a further brief observation on the Covington flood wall. For that project the sum of $900,000 has been requested, and the House voted $825,000. As previously stated, the Engineers have asked for the restoration of that $75,000. This is the observation I would like to make.

That is for the purpose of completing the Licking River section or rather continuing the Licking River section of that flood wall. It is my understanding that that additional $75,000 will be necessary to continue this project in an orderly way throughout the 12 months.

LOUISVILLE FLOOD WALL, KENTUCKY

I would like to make an observation to the subcommittee on the Louisville flood wall. The Engineers asked for $4,500,000 in the fiscal year 1953. The House allowed $4 million for that year. The Engineers have been before your committee and have asked for a restoration of the $500,000. The purpose of that $500,000 is to complete the Bear Grass Creek pumping plant.

It is my understanding that full protection cannot be given to the area that you are building the flood wall to protect until that pumping plant is installed.

Mr. Chairman, I would like now to make one observation as 1 of the 96 Members of the body that you and I are honored to represent, an honor to serve in and honored to represent our respective States in. That is on the question of adequate money for surveys by the Engineers.

I cannot think of any more fruitful thing that the Congress can do in developing these projects, necessary projects throughout the country, than to not curtail the Engineers' work from year to year in surveying and planning those projects that are going to be needed in the future.

I realize that they cannot all be built in 1 year. I realize that when authorizations are made, while they are worth-while projects, actual appropriations may not be made for a good many years. But certainly the sooner the planning is out of the way the more orderly is the way in which they can be approached for completion.

I hope that this committee will give serious study and consideration to the need of restoring some of the money on surveys that was cut out by the House.

Senator HAYDEN. There seems to be an attitude on the part of some folks that if you do actually do the preliminary work, you may do the main work afterward.

Senator CLEMENTS. Mr. Chairman, I take it that the projects would not have been authorized if they were not needed.

Representative GOLDEN. Mr. Chairman, I want to make one further observation with regard to the projects at Barbourville and Pineville. About half or more of the floods are not severe like the flood of 1946. When you go into executive session and consider these projects, if you could see your way clear to give us half this money that is necessary—we have our money ready, and if you could make an appropriation in your Senate bill of half the money, I feel sure that the engineers in the next 12 months could protect us from more than 50 percent of these floods.

We want to be reasonable in our request, and we hope that you will consider that in these times of stress in our Nation we would like to be able to get started on these things and protect our citizens in that region.

I thank you.

Senator HAYDEN. You speak of these times of stress. After all, there is no certainty that they are going to be over right away, and if we do not take care of these basic resources that the country has, we cannot keep up with the stress. It all goes together in my mind. There is but one way to proceed and that is in a good, orderly, proper manner.

Representative GOLDEN. I agree with you, sir.

Senator HAYDEN. We can make the necessary investigations and when the investigation shows what is proper for protecting the wealth of the Nation, we should go ahead.

Senator CLEMENTS. It is wasteful doing it any other way. May I say that Senator Underwood is out of the city on official business. Were he here, he would share the views that have been expressed by those who have appeared in the interest of the several Kentucky projects, which have been presented to the subcommittee today.

Senator HAYDEN. At this point in the record I would like to insert a letter from Senator Underwood enclosing a resolution from the Western Dark Fired Tobacco Growers Association relative to a need for a survey of the Clark's River in Kentucky.

(The letter and resolution follow:)

UNITED STATES SENATE,
COMMITTEE ON POST OFFICE AND CIVIL SERVICE,
April 28, 1952.

Hon. KENNETH MCKELLAR,
Chairman, Senate Committee on Appropriations,
Senate Office Building, Washington, D. C.

DEAR SENATOR MCKELLAR: I am enclosing a copy of the resolution of the Western Dark Fired Tobacco Growers Association, which was sent to me by my friend, Hon. George E. Overbey, attorney at law, Murray, Ky., relative to the need for a survey of Clark's River in Calloway County, Ky.

I will appreciate your having this resolution made a part of the record, and I will also appreciate anything that can be done with regard to restoration of funds for projects of this type.

With all best wishes,
Sincerely yours,

THOS. R. UNDERWOOD.

RESOLUTION

Whereas that portion of Clark's River running through Calloway County and Marshall County in the Commonwealth of Kentucky has grown up with brush, timber, weeds, and other obstructions in the channel; and

Whereas these conditions have worsened over the past few years, and the conditions mentioned will continue to worsen unless something is immediately done; and

Whereas these conditions have made it impossible for Clark's River to properly drain its watershed; and

Whereas valuable cropland in Clark's River Valley is being rapidly destroyed because of the inadequate drainage in Clark's River; and

Whereas much improved property and commodities are being destroyed and damaged as a result of flash floods due to the inability of Clark's River to properly drain the water falling in its area; and

Whereas, within the past several months, the Western Dark Fired Tobacco Growers Association composed of over 16,000 members has suffered loss of property amounting in value to hundreds of thousands of dollars as a direct result of flash floods caused by the inadequate drainage of Clark's River; and

Whereas the Corps of Engineers, United States Army, the office of the district engineer at Nashville, Tenn., heretofore held a public hearing at Benton, Marshall County, Ky., on the 8th day of March, 1950, to consider flood control and drainage problems of Clark's River, Ky., pursuant to the resolution passed by the Committee on Public Works of the United States Senate, adopted the 15th day of April, 1949, wherein the district engineers of the Nashville district were directed to review the report on the Tennessee River and tributaries published as House Document No. 328, Seventy-first Congress, Second Session, with a view to determining the feasibility of providing flood protection on Clark's River, Ky.; and

Whereas this association is of the opinion that the Corps of Engineering of the United States Army of the Nashville District Office has completed a reconnaissance of the Clark's River drainage area, and it is the information of this association that the next requirement will be for a proper and detailed survey

to be made concerning the dredging of Clark's River so that contractors may be invited to bid upon the project of dredging the river and removing the brush, timber, weeds, and other obstructions from the channels thereof; and

Whereas this association is informed that such funds for such a survey might be made available by the Congress of the United States of America or one of its committees: It is therefore

Resolved by the Western Dark Fired Tobacco Growers Association at a legal meeting of its board of directors, That all this matter be called to the attention of the Engineering Corps of the United States Army and to the Congress of the United States of America with a request that the Congress of the United States of America or its proper committee make available necessary Government funds for proper survey to be made of the conditions of Clark's River from its mouth where it empties into the Tennessee River to a point near Wiswell, Ky., and that said survey be made as might be required by the Engineering Corps of the United States Army so that the survey might be properly prepared to facilitate a project for the draining and dredging of the channels of Clark's River and surrounding territories, and that such a project or projects be paid for entirely by Federal funds without the levying of any tax or assessment upon the adjacent landowners; and be it further

Resolved, That a copy of this resolution be sent to Hon. Earle C. Clements and Hon. Tom Underwood, Senators from Kentucky in the Congress of the United States of America, and to Hon. Noble J. Gregory, United States Representative of the First Congressional District of the Commonwealth of Kentucky, and to the office of the district engineer of the Engineering Corps of the United States Army in Nashville, Tenn.

In testimony whereof, we, the members of the board of directors of the Western Dark Fired Tobacco Growers Association, do hereby unanimously adopt the above and foregoing resolutions on this the first day of April 1952.

[SEAL] WESTERN DARK FIRED TOBACCO GROWERS ASSOCIATION.
By BOONE HILL, *President*.

A true copy attest:

JOE PACE, *Secretary*.

Senator HAYDEN. Is Mr. Dale Miller here?

STATEMENT OF DALE MILLER, EXECUTIVE VICE PRESIDENT OF THE INTRACOASTAL CANAL ASSOCIATION OF LOUISIANA AND TEXAS

GULF INTRACOASTAL WATERWAY, LA.-TEX.

Mr. MILLER. Mr. Chairman and gentlemen of the subcommittee: My name is Dale Miller, and I am executive vice president of the Intracoastal Canal Association of Louisiana and Texas, with principal offices in Houston. I appear today in behalf of the Gulf Intracoastal Waterway.

The budget report contained a recommendation of $1,386,000 for Gulf Intracoastal Waterway (Galveston district), all of which sum was earmarked for the conversion of the Colorado River floodgates into locks; and, if I am correctly informed, the appropriation of that amount would complete that particular project. This is essential work which is well under way, and I am sure that the Corps of Engineers must have explained this project in earlier appearances before the subcommittee, so I shall not encroach further upon your time other than to express our association's endorsement of the need for the project and our hope that the budget recommendation will be restored. The House reduced the amount to $1,000,000, and although similar reductions were made generally in the bill with regard to many projects, we respectfully suggest that this action was particularly unwise in this instance, since the modest additional amount

recommended by the budget would complete the project and bring to earlier realization the substantial benefits which will accrue. We therefore request that the original budget estimate be approved.

NO BUDGET RECOMMENDATION

The budget contained no recommendation for Gulf Intracoastal Waterway (New Orleans district), which represents the Louisiana phase of our association's activities, but I am advised that funds previously appropriated for the Algiers route and lock—the Intracoastal Canal's new access to the Mississippi River and its tributaries—are sufficient to carry on this important work during the next fiscal year without additional appropriations, so we do not ask for further funds in this bill for that particular project.

I would like to point out, however, that this item for Gulf Intracoastal Waterway (Galveston district), which is earmarked for a single purpose, represents the only river and harbor project in Louisiana and Texas recommended for construction funds, and I respectfully suggest that there is much important work on the Gulf coast which urgently needs to be undertaken. We are fully aware that limitations must be placed on public-works development during this period of partial mobilization, but we submit that the Intracoastal Canal, during only a few years of its existence, has proven itself as an artery of commerce which is as vital to the Nation's security in time of war as it is to the Nation's economy in time of peace. The Intracoastal Canal was authorized by Congress on the expectation that it would develop a maximum of 5,000,000 tons of commerce a year, but today it as carrying in excess of 32,000,000 tons of commerce a year, and this phenomenal figure is growing at the rate of millions of tons a year.

ECONOMIC DEVELOPMENT

No other factor has been more responsible than the Intracoastal Canal for the transformation of the Louisiana and Texas coast into the great industrial and chemical empire that it is today; and this remarkable economic development has produced golden opportunities for further development which cannot be realized until other navigation projects, already fully authorized by Congress, are constructed. Canalization of certain tributary streams into the Intracoastal Canal, such as the Guadalupe and Colorado Rivers in Texas, have been authorized, and we have endeavored without success for the past several years to convince the Congress of the need for undertaking their prompt construction. Those tributary streams serve areas rich in essential products such as petroleum, sulfur, and chemicals, and there is not the slightest question that the benefits to be derived from the canalization of those rivers would far exceed the cost of their construction and maintenance from the moment of their completion.

CONSTRUCTING OF PROJECT URGED

One of the most important rivers-and-harbors projects in the entire United States still awaiting construction is the Morgan City-Port Allen alternate route of the Intracoastal Canal. Construction of this

project would shorten the distance of barge transportation from Louisiana and Texas points to the busy processing centers on the Mississippi and its tributaries by more than 150 miles, and would immediately produce savings in transportation costs of millions of dollars annually. I know of no project in the country where the benefits are so apparent and would be realized so immediately. We urge the Congress, in the interest of both economy and national defense, to give serious consideration to the early construction of this project, which has already been authorized. I ask permission at this point, Mr. Chairman, to insert in the record two brief resolutions adopted by civic organizations in Port Allen and West Baton Rouge.

In conclusion, gentlemen, our Intracoastal Canal Association respectfully urges that sufficient funds be provided in the civil-functions bill for surveys and planning. The growth and development of the Gulf coast of Louisiana and Texas in recent years has been so remarkable that improvement of our rivers and harbors must keep pace with economic progress if the Government and the people of the United States are to derive the full benefits to which they are entitled. There are a number of important projects which must tie in with industrial development already under way, and the benefits to be derived are so obvious that they fully merit the appropriation of the small sums required for adequate surveys and planning.

(The resolutions referred to follow:)

The following resolution was introduced by Lion Paul B. Landry, Jr., and seconded by Lion C. I. Dameron:

Whereas the proposed link of the Intracoastal Canal Waterway from Indian Village, Iberville Parish, La., to Port Allen, West Baton Rouge Parish, La., has been approved by the Congress of the United States and to date no funds have been appropriated for construction of said project; and

Whereas construction of said project is of paramount importance to the State of Louisiana and the Nation as a whole; and

Whereas completion of said project will shorten the Intracoastal Canal route to Baton Rouge, La., by many miles and wil result in the saving of millions of dollars in shipping costs annually: Now, therefore, be it

Resolved by the Lions Club of Port Allen, La., That this club does hereby unqualifiedly endorse the project known as Indian Village-Port Allen link of the Intracoastal Canal and request the Congress of the United States to appropriate funds for the construction of said project at the earliest possible opportunity; be it further

Resolved, That copies of this resolution be immediately sent to the following: The two United States Senators for the State of Louisiana; all Members of Congress from the State of Louisiana; Dale Miller, executive vice president, Intracoastal Canal Association; Col. Charles Holle, district engineer, New Orleans district, Louisiana; DeWitt L. Pyburn, member, Mississippi River Commission; steering committee, Port of Greater Baton Rouge, La., and the chairman of the Appropriations Committee, House of Representatives, Washington, D. C.; be it further

Resolved, That all of the above-named individuals and organizations be and they are hereby urged and requested to lend their full cooperation and support to obtaining an appropriation for construction of said project at the earliest possible date.

The above resolution, upon being submitted to a vote, was unanimously adopted.

I, Charles F. Averill, secretary, Port Allen Lions Club, hereby certify that the above and foregoing is a true and correct copy of a resolution adopted by said Port Allen Lions Club on March 3, 1952.

In testimony whereof I have hereunto affixed my signature this 3d day of March 1952.

CHAS. F. AVERILL,
Secretary, Port Allen Lions Club.

RESOLUTION

(Offered by Daniel P. Kimball, seconded by James G. Levert)

Whereas the proposed Indian Village to Port Allen route of the Intracoastal Canal Waterway has been approved, but Congress has failed to provide funds for the said project; and

Whereas it is of very great importance to the parish of West Baton Rouge and to the entire State of Louisiana: Be it

Resolved, That McKinley Bourg Post, No. 160, of the American Legion, does hereby go on record as endorsing and approving this project and pledges its full and active support to the final completion thereof, and urges the two United States Senators and all Members of Congress from the State of Louisiana to do all within their power toward obtaining from Congress the appropriation of the necessary funds to complete this project; be it further

Resolved, That copies of this resolution be forwarded to Mr. Dale Miller, executive vice president of the Intracoastal Canal Association of Louisiana and Texas; Col. Charles Holle, district engineer of the New Orleans district of the United States engineers; Hon. DeWitt L. Pyburn, member of the Mississippi River Commission; to the steering committee of the port of Greater Baton Rouge; the two United States Senators and all Members of Congress from the State of Louisiana; be it further

Resolved, That McKinley Bourg Post, No. 160, of the American Legion, through its commander, appoint a representative to call upon all of the local civic and governmental organizations to request that they join the American Legion in sponsoring this project.

Upon a vote thereon the resolution was unanimously adopted.

I, Charles E. Foy, Jr., adjutant, do hereby certify that the above is a true and correct copy of a resolution adopted at a regular meeting of the post held on February 12, 1952.

CHARLES E. FOY, Jr., *Adjutant.*

(A recess was taken, the subcommittee to reconvene at 2:30 p. m. of the same day.)

AFTERNOON SESSION

RED RIVER LEVEES AND BANK STABILIZATION

STATEMENT OF HON. RUSSELL B. LONG, A UNITED STATES SENATOR FROM THE STATE OF LOUISIANA

Senator HAYDEN. The committee will be in order.

Senator LONG. Mr. Chairman, we wish to present witnesses concerning the Red River projects, particularly affecting Louisiana. Before presenting any witnesses I would like to introduce and let the record show the presence of Mr. O. B. Beridon, a member of the Red River Atchafalaya Levee Board, and Mr. William P. Cady, representing the Cudilo Levee Board.

As the first witness, I would like to call Mr. Fred F. Webb, Jr., president of the Red River Valley Association, Shreveport, La.

STATEMENT OF F. F. WEBB, JR., PRESIDENT, RED RIVER VALLEY ASSOCIATION, SHREVEPORT, LA.

TEXARKANA DAM, ARK.-TEX.

Mr. WEBB. First, Mr. Chairman, I would like to thank the committee for what you have done for us in the past, particularly the last year.

I know the House cut the budget recommendation quite severely. You were nice enough to restore some of those funds and also nice enough to fight it through the Congress. All of that we appreciate. I could not let this occasion go by without thanking the committee for it.

Senator HAYDEN. Well, you made a good case.

Mr. WEBB. Thank you. We hope we will today.

1953 BUDGET REQUEST

We have three projects in particular that we want to discuss with you. The first one is the Texarkana Dam on Sulphur River. This project was authorized by the Congress in 1946. It has an authorization of $33,000,000 to June 30, 1952. There has been authorized and spent on this project some $14,000,000. The Bureau of the Budget set up for this year $6,000,000 and the House reduced that $1,000,000. We do ask you to approve the $5,000,000 because the project, we feel, cannot stand more of a cut than the $1,000,000 that was cut in the House.

Senator HAYDEN. The question in my mind, is it really economy to make cuts of that kind if you want to finish the project and get the results you desire?

Mr. WEBB. Mr. Chairman, of course we can take more than $6,000,000 if the committee sees fit to give it to us. I think the Engineers can spend it judiciously and economically. But it is time that the Congress hold on to the over-all picture and if they take just the $1,000,000, we will go along with that. We want to make ourselves clear on that point.

RED RIVER LEVEE AND BANK STABILIZATION

Then, on the Red River levee and bank stabilization, we put in for this work last year and it was all stricken out.

Senator LONG. This is the first year you did not have money for that?

Mr. WEBB. This is the first year we did not have the money for the levee. We have budget approval this year of $634,000. All of that was taken out by the House. We made a survey on the actual emergency needs in this area as of November 8, 1951, which ran to $1,035,000. So you see what has happened to us in taking all of our money away from us in the 1952 appropriation; we have just built up these emergency projects.

Anyway, we do want and are asking for the full amount of $1,000,000 on this project. As I say, we do want and are asking for an increase of $369,000 over the budget estimate on this project, making a total of $1,000,000 to take care of the emergency needs in that area.

While we are on that project, Mr. Lyons, of the Department of Public Works of the State of Louisiana, can go more in detail and he has some maps to show you what the changes have been on the river plus what stabilization has been done.

STATEMENT OF BYRON P. LYONS, CHIEF ENGINEER, DEPARTMENT OF PUBLIC WORKS, STATE OF LOUISIANA

RED RIVER LEVEE AND BANK STABILIZATION

Mr. LYONS. This gentlemen, is an aerial picture of the Red River made in 1942. The black part is the regular picture. We then made another aerial survey in 1951, 9 years later, which we superimposed and show in red on it. You can see with no bank protection that land is lost to the owner.

This shows, in white, the places where levee set-backs have been necessary due to the meandering of this river. This picture starts right here at the Arkansas line, going down into Louisiana.

There are 29 levee set-backs and 28 bank-stabilization projects in the last 4 years in this area. This is just another picture to show the loss of the land to the people. Down here in yellow is shown the stabilization, the first project above Shreveport.

Senator CORDON. What do you mean by loss of land?

Mr. LYONS. As the river cuts off, that land is lost.

Senator CORDON. Why?

Mr. LYONS. It is sand, it goes into the river.

Senator CORDON. Did it move straight across or cut across it?

Mr. LYONS. It may cut straight across, due to the severity of the flood.

Senator CORDON. Your aerial map we are looking at is a picture taken when?

Mr. LYONS. 1942.

Senator CORDON. You simply superimposed the red lines?

Mr. LYONS. Which is the 1951 aerial picture.

Senator CORDON. You do not have the 1951 picture showing what actually happened to that bend?

Mr. LYONS. This is it. This line here is the picture.

Senator CORDON. You cannot put that kind of color in an aerial picture. That is superimposed.

Mr. LYONS. It is superimposed.

Senator CORDON. Do you have the photographs that were taken in 1951?

Mr. LYONS. Yes.

Senator CORDON. Do you have that with you?

Mr. LYONS. No, sir.

Senator CORDON. We think that is very important because we have a comparison then between that area and that bend in 1942 and as it actually is today.

Senator LONG. I have seen some of those and it is just a barren sandbar left. The river bottom gradually moves across that land. You can picture what it looks like when the river gets to the other side.

MEANDERING OF RIVER COURSE

Mr. LYONS. Now, the next picture we have here shows the reason why I showed that. Without any bank stabilization you saw how the river had meandered. Above Shreveport, these shallow lines indicate the bank stabilization. You notice the red in the old picture is identical.

This is the Shreveport airfield here. Without your protection you would not have an airfield today.

You have a highway and a railroad right here that has to be protected. With any movement of the river they would have to be relocated.

Senator CORDON. May I inquire how long those levees have been there that are shown in yellow?

AUTHORIZATION

Mr. LYONS. The bank stabilizations that are shown in yellow have been built within the last 4 years.

Mr. MATTHIAS. They were authorized in 1946 and construction was started in 1947 and continued until completed.

Senator CORDON. Do you have any that are as old as 1942?

Mr. MATTHIAS. In bank stabilization?

Senator CORDON. Yes.

Mr. MATTHIAS. No; no attempt was made on Red River to stabilize the banks until the 1946 act, which provided or authorized certain protective works. That was the beginning of bank stabilization on the river.

Senator HAYDEN. That means it can be done?

Mr. LYONS. It can be done and it saves very valuable land in our State. You see, with no money being made available last year and the House leaving us out this year, we face an emergency inasmuch as these projects have averaged $1,221,000 per year for the last 4 years. Without it we are at the mercy of the river should another flood come. We could have the same condition that occurred in Missouri.

Senator LONG. Do you know how many acres per year of fertile land is lost because of the meandering of the river?

Mr. LYONS. The record shows that, on an average, each and every year there are 1,600 acres of productive land lost to the river in the State of Louisiana. Should a flood occur on this river, there is a potential area of 2,200,000 acres that could be flooded by the river.

We consider it very serious, gentlemen, and we would like serious consideration to reinstatement of bank stabilization and levee set-backs.

RESTORATION REQUESTED

Mr. WEBB. Mr. Chairman, we ask that the committee restore that amount that was taken away by the House of $634,000 and increase it up to $1,000,000 to take care of these emergency funds.

Mr. LYONS. With your permission, I would like to file a statement in the name of the Department of Public Works of the State of Louisiana.

(The statement referred to follows:)

A BRIEF IN SUPPORT OF ADEQUATE APPROPRIATIONS FOR CORPS OF ENGINEERS, UNITED STATES ARMY, FOR FLOOD CONTROL PROJECTS ON RED RIVER BELOW DENISON DAM, RED RIVER VALLEY, BY ROY T. SESSUMS, DIRECTOR, DEPARTMENT OF PUBLIC WORKS, STATE OF LOUISIANA

The action of the House of Representatives in reducing the Budget Bureau's recommendation for appropriations for rivers and harbors, and particularly their reduction in the recommended amount for expenditure on Red River below

Denison Dam will seriously affect the economy of the Red River Valley of Louisiana in the event of a flood of any size.

For the past 2 years this particular section of the Red River has failed to get an adequate appropriation. This year the House of Representatives has completely eliminated any expenditure for bank protection and levees and for the closure of Cane River, both of which are so vital to this area.

TEXARKANA RESERVOIR

Appropriation requested, $5,000,000

It has been the wisdom of the House of Representatives to reduce the budget recommendation for the Texarkana Dam by $1,000,000, their appropriation amounting to $5,000,000. It is my opinion that the amount of $5,000,000 appropriated by the House of Representatives is ample to make the Texarkana Reservoir safe and we come before your committee in an attempt to impress you with the seriousness of the situation and to advise you that an emergency could quickly develop in Louisiana at the present time on the Red River, which would cause untold loss in dollars to the agricultural crops now growing in this most fertile valley.

Within the Red River Valley in Louisiana a flood breaching the levees could cause a possible flooding of 2,100,000 acres of land, damage to the homes of many thousands of people, destruction of valuable improvements and also of more serious concern at this time the damage and interference with military establishments, highways, and railroads, not to mention the possible loss of human life.

We wish to call your attention to the fact that Red River will never be safe from floods until the reservoir system of which the Texarkana Reservoir is part, is completed.

The Texarkana Reservoir is so designed as to furnish storage for approximately one-third of the floodwaters entering the river above this point. The completion of this dam as quickly as possible would reduce the frequency of flooding to a great extent.

The valley in which the Red River flows in Louisiana is one of our most fertile sections and is highly developed along the banks on either side of the river. Red river is what is known geologically as a "young" river. By that it is meant that the river is shallow and has not become stable but meanders from one side of the valley to the other at will. This meandering must be controlled to protect the farm lands, the highways, the railroads, and the gas and oil lines which are adjacent to the river in varying distances back from the bank throughout its length in Louisiana. The development in this valley has become so intensive that any loss of land is a loss to the economy of the State and the economy of the United States. Each and every year approximately 1,600 acres of some of the best land in Louisiana between the Louisiana-Arkansas line and Boyce, La., a distance of 214 miles, is lost by caving into the river. Once lost this land can be of no further economic value to the State.

The United States Department of Commerce's statistical abstract for the year 1950 shows that in the past 30 years the ratio of arable land to population in the United States has decreased from 6.92 to 4.90 acres and is stall decreasing.

We cannot well afford to lose any of our arable land. In other sections it is necessary to spend vast sums of money to construct dams to irrigate sections of the arid West, and in the rolling sections of our country it has been found expedient to spend considerable sums of money for soil conservation. In the State of Louisiana lands in the Red River Valley are in a high state of cultivation and productivity and need nothing but protection from caving into the river and flooding.

LEVEES AND BANK PROTECTION

Appropriation requested, $1,000,000

As stated above, because of the meandering of the river throughout its flood plain the Corps of Engineers have been required to build many levee set-backs each year. During the last 4 years it has been necessary to build levees in 29 different locations and to install bank protection in 28 different locations between Fulton, Ark., and Boyce, La.

In the fiscal year of 1952 no money whatever was made available for the construction of bank protection and levees and again this year the House of Representatives has failed to appropriate any money for this purpose. Therefore, Louisiana is faced with a possible disaster as great as the recent flood in Missouri

due to the lack of funds to protect it from the meandering characteristics of Red River.

The protection of lands from Red River due to the caving banks has required an average expenditure of $1,221,000 each year for bank stabilization and levee set-back construction. Knowing from past experience that this money is needed, this is the basis upon which we urgently request you to consider an appropriation of $1,000,000 for the fiscal year 1953 as the amount that will give our State the protection it expects and is entitled to.

CANE RIVER CLOSURE

Appropriation requested, $500,000

The Congress has authorized construction of a levee along the right descending bank of Red River from the hills at Grand Ecore to the mouth of Cane River and the closure of Cane River by a floodgate. This levee has been built down to the mouth of Cane River, but due to the lack of a floodgate in the river the lower end of this district is wide open to the floodwaters of Red River.

In this particular area the Corps of Engineers have made an exhaustive, hydraulic study and have determined that the flood control as well as the drainage interests in the Cane River levee district can best be served by a combination canal and floodgate. They now have $360,000 available as their share of the cost of starting the above-mentioned work and former Gov. Earl K. Long, being advised of the seriousness of this situation, has pledged a State contribution toward the construction of this project of $250,000. Sixty-five thousand dollars of this amount is being made available from emergency funds to match the now appropriated Federal money. The balance of $185,000 is covered by a bill now pending before the present legislature and there is no question but what this bill will be passed because the legislators of our State realize the urgency of having this money available to match Federal funds so as to give this section of our State adequate protection from flood damage.

Should a flood equal in elevation of that of 1945 occur at the present time, 55,000 acres of this fertile land in the Cane River area would be inundated. During the past 12 years the people of the Cane River levee district, together with the cooperation of the department of public works in the expenditure of money made available by the State legislature, have spent $500,000 to improve the drainage and help control the floods. In order for the United States Army engineers to continue this project it will be necessary for them to receive an appropriation of $500,000 for the fiscal year of 1953, and your earnest consideration is requested inasmuch as the House of Representatives has failed to allow anything for this project.

The department of public works being the agency charged with drainage and flood-control work within the State of Louisiana is entirely familiar with all phases of this work and it is our recommendation that not less than $6,500,000 be appropriated for the fiscal year 1953 to take care of the much-needed protection work on Red River in Louisiana to be allocated as follows:

Texarkana Reservoir	$5,000,000
Levees and bank protection	1,000,000
Cane River closure	500,000

LOSS OF FARM LANDS FROM EROSION AND FLOODS

Senator CORDON. Mr. Chairman, I would like to suggest that we request of the Corps of Engineers data as to the average amount of tillable land lost through erosion and floods annually in the United States so far as they have it.

Senator HAYDEN. General, could you give us that information?

General CHORPENING. I do not have it here, but I can procure it and put it in the record.

Senator HAYDEN. It seems to me that it might be divided in this way. There is bound to be some loss anyhow. You could indicate what you could save if you had proper protective works. That would be less than the total, would it not?

General CHORPENING. Yes, sir.

Senator CORDON. We hear of about 1,600 acres a year going into sand, river bottom, in this one river.

Mr. WEBB. That is from the Arkansas line in the State of Louisiana. That does not include what is happening in the States of Texas, Arkansas, and Oklahoma. We did not break that down. The Department of Public Works of the State of Louisiana made that breakdown on the land lost.

Senator CORDON. Mr. Chairman, the land that is lost that way is the most fertile land of the United States. It represents the alluvial soil built up over the centuries. We hear every day these stories of this rapid population increase requiring a certain increase comparable to that in acreage in order to maintain the agricultural supplies necessary for the increasing population. Here we find that we are not even holding our own. Then we remember these stories of pork barrels. I would like to have this information. I think somewhere along the road somebody should speak out in church.

Mr. MATTHIAS. Senator, you will recall last year we got into a discussion regarding why, if the land is so valuable, we are spending millions of dollars in the West relcaiming arid land and still at the same time we are not protecting the fertile lands in the valley when we have ways and means of doing it, we know how to do it, and that land in the valley when it sloughs off goes down the river and it is deposited in mud in the Gulf of Mexico. That includes the whole 37 States in the Mississippi Valley system. It is going on in the Missouri, the Arkansas, the Red, and every river. It is contributing tons of our finest soil that is going down the river and out into the Gulf.

Senator CORDON. I am perfectly willing to do everything I can do to increase the availability of the agricultural land in our much arid West. We are going to need it, but I do not want to be put into a position by my action of seeing this sort of land lost so as to increase the necessitous flow of reclamation in the West.

Senator HAYDEN. You will get us that information?

General CHORPENING. Yes, sir. It will take us a little time to do that but we will get it.

(The information was furnished the committee.)

Mr. MATTHIAS. It is ridiculous to think that when we know how to do it we are not doing something about it.

Senator CORDON. This represents so little out of the billions.

Mr. WEBB. That is the reason why we are here, asking an increase over the budget estimate on this very project, that every time erosion affects those bends, we lose the levee system and it has to be restored. We do know that bank stabilization is costly but it does keep your river in its alinement.

Senator LONG. You also have this point: The Federal Government has accepted the responsibility of maintaining these levees. So when it saves a few dollars by not stabilizing the bank and the bank takes the levee, and the Federal Government builds levee set-backs, we lose the land and the Government loses the money that it might have saved in the first instance.

CANE RIVER CLOSURE

Mr. WEBB. The next project, Mr. Chairman, is the Cane River closure. That project of $360,000 was authorized by this committee last year and was carried through the conference committee by you.

There was no estimate by the Bureau of the Budget and we are indebted to you tremendously for including that $360,000 on that project for last year. We are asking this year $500,000 to carry that project close to completion. It is a project that was estimated to cost some $1,338,000. So, if you will give us the $500,000 it will give us about 80 percent of our estimated cost of that project and with one more year's appropriation, we will get it out of the way.

Senator HAYDEN. Let me ask General Chorpening, this item was included in the budget estimate?

General CHORPENING. That is correct.

Senator HAYDEN. Did the Bureau of the Budget recognize the fact that it was a going concern and allow some money this year?

General CHORPENING. Yes, sir.

Mr. LYONS. They approved $500,000 this year. The House took it out.

Senator CORDON. Where is that?

Mr. MATTHIAS. Natchitoches.

Mr. WEBB. We do ask that you restore that which the House has taken out.

We have Mr. J. H. Williams, who is president of the Cane River levee district, who will testify on this project.

STATEMENT OF J. H. WILLIAMS, PRESIDENT, CANE RIVER LEVEE DISTRICT, NATCHITOCHES, LA.

CANE RIVER CLOSURE AND FLOOD GATES

Mr. WILLIAMS. Mr. Chairman and Senators, I am J. H. Williams, president of the Cane River levee district, located in Natchitoches, La.

We have a comparatively small fertile area lying along the Cane River delta and the Red River, a distance of about 15 miles. We have between 120,000 and 150,000 acres of, I can say, the most fertile soil in America, the kind of soil that we all need. We feel there is none better anywhere.

On that 150,000 acres there has been a levee built from the hills above us down to the mouth of what is Cane River, which runs up one side of this area. The land is open on this one side, allowing water to come in below the levee and back up, covering more than a third of this particular area. We estimate approximately 55,000 acres.

Senator CORDON. Does that back water cause erosion or does it leave fertile soil?

Mr. WILLIAMS. You might say it is clear water because by the time it backs up in the area, as far as the fertility, it does no good. If anything, it does harm by killing a good many of the things we have planted, grasses, also houses, buildings, and so forth are damaged. It is in a very thickly populated farming area.

LOCAL EXPENDITURES

The Federal Government has spent, in building the levee along one side of this area, in the neighborhood of $1,000,000. The local interests have spent over a half million dollars. The State of Louisiana, under ex-Governor Earl Long, who has recently been succeeded by our new Governor, Bob Kennon, promised $250,000 for the construction of a dam and canal which would alleviate this condition.

Governor Long, who just went out of office, did not have the $250,000 available, it being right at the end of his office, but they did put up $65,000 which is an approximate amount based on the amount the Government had put up. The present governor has agreed, and is in favor, and is putting in a bill to the legislature which we feel absolutely certain will pass because of the consideration that has been given, enough to bring this up to its full $250,000 which was promised.

The only way that we could have gotten that money prior to this legislation was to call a special session of the legislature. There was no money available in the fund. If the legislature called a special session, it would have cost $200,000 and we would need but $180,000, so it was not feasible to call this special session.

Senator LONG. The special session would cost as much as the money involved.

Mr. WILLIAMS. A little more.

RIGHTS-OF-WAY

So, at the present time the legislature is in session, a bill is in the House, it has been approved to such an extent that we feel certain it will pass. The local levee board is putting up the necessary rights-of-way. We estimate they will cost $50,000. We have arranged to borrow the money; we do not have it. We need it badly to protect this area, as I say, the finest area of tillable cotton land.

Senator CORDON. How much per acre will that $50,000 represent?

Mr. WILLIAMS. You mean of the land?

Senator CORDON. To be protected.

Mr. WILLIAMS. About 90 cents an acre. I think it is 55,000 acres and $50,000 would be about 90 cents. We have already put up $500,000 in addition to that, and the State is putting up this $250,000 which means we are putting up about $800,000.

Senator MCCLELLAN. What project is this?

Mr. WILLIAMS. This is the Cane River closure and flood gates.

Mr. MATTHIAS. The diversion project in Natchitoches Parish.

Mr. WILLIAMS. It will lower the water by putting the water in a canal. We plan to dam up the river, the local river, and put it in a canal, letting it out 12 or 15 miles below, which will lower the water level. The water will not be high enough to get over the land. There is a tremendous amount of water coming out of this river which does not make it feasible to put floodgates in.

If we get rains in time of high water, when we are having high water, and the floodgates are closed, we would overflow anyhow and we would not have protection. By putting it out on a lower level and getting the water backed up, unless it came considerably higher than it has done in the past, we would be protected.

Senator LONG. I might also point out, Senator Cordon, that the the States' drainage plans, at times when the Red River is high in flood stage, call for draining this water south, which will eventually wind up in the Gulf of Mexico. Historically, this water flows into Red River when the river was low and the river backed into that when the river was high.

To utilize all this property, the plans are to close this off and drain all the water out. Of course, it would be the Federal responsibility to make the Federal levee continuous in that area. That is why it is the Federal responsibility to make this closure.

Senator McCLELLAN. Will the State do the draining after this is closed?

Senator LONG. The State can drain what water can be in that area at the time the closure is made.

Senator McCLELLAN. Do you propose to do that?

Mr. WILLIAMS. The drainage project is completed.

Senator McCLELLAN. But you do not get any relief from it until it is closed.

Mr. WILLIAMS. That is right. If it was closed, even in times of extremely high water, we will have drainage.

I heard a witness say this morning that they were in a very old area. I might add that the section we are asking this for is in probably one of the oldest areas in America as far as settlement is concerned. It was settled in 1714. Some of the families that are living there have been there and have homes there that were put there in 1765. I know of one particular family I am thinking about, and some of the families have been there since that time. It is quite an old area.

Senator McCLELLAN. You did not say that was the best cotton-producing area in the South? Did you not say "one of the best"?

Mr. WILLIAMS. I said "one of the best." We have a yield of slightly better than a bale of cotton an acre.

Senator CORDON. I hope you do not get the chairman in that contest. He is a long-staple man.

1952 APPROPRIATION

Mr. MATTHIAS. This project was authorized in the act of 1936. Last year was the initial appropriation.

Senator McCLELLAN. There have been some funds appropriated by the Federal Government?

Mr. MATTHIAS. $360,000 was appropriated by the Government last year.

Senator McCLELLAN. Has it been started?

Mr. MATTHIAS. No, sir. You were not here, Senator, when we discussed that.

Senator McCLELLAN. I do not want to go over the record again.

Mr. MATTHIAS. It is all explained in the record.

Senator LONG. The point, as I understand it, Senator McClellan, and the difficulty was that after the committee made this appropriation and it was approved as part of the civil-functions bill last year, the budget then made a recommendation of the additional $500,000 to pursue this project, then the House cut the money out which left the engineers in a position that if the project was not to be continued the initial expenditure should not be made.

Senator McCLELLAN. In other words, it was in the budget last year, it was appropriated; it is in the budget this year but the House cut it out?

Senator LONG. Strangely enough, it was not in the budget last year. The presentation was made and the Senate committee agreed to the item and the House agreed then, to the Senate's action.

Senator McCLELLAN. But it was an appropriation?

HOUSE ACTION

Senator LONG. Yes. Then this year the Budget wisely saw the need of the project and put in $500,000. The House, having agreed to the project last year without a Budget recommendation, now takes it out when it does have a Budget recommendation.

Senator MCCLELLAN. If I did not have to go before a House committee in the morning, I might have something to say.

Senator LONG. I would like to introduce Mr. L. R. Matthias, who is executive secretary of the Red River Valley Association, who will sum up for these projects.

STATEMENT OF L. R. MATTHIAS, EXECUTIVE SECRETARY OF THE RED RIVER VALLEY ASSOCIATION

RED RIVER LEVEE AND BANK STABILIZATION

Mr. MATTHIAS. Mr. Chairman and members of the committee, I am only going to take a minute. I want to advance a thought that many of our people are thinking about. This entire Red River project, on the basis of 1945 and 1946 costs, is authorized for $77,500,000. That is in the form of six reservoirs, certain bank protection and levee works along the Red River. In addition to that, there is the Overton waterway, which is a navigation channel.

Senator CORDON. When was the Red River project authorized?

Mr. MATTHIAS. In 1946.

OVERTON WATERWAY

In addition to that, we had the Overton waterway which was a navigation project, which was authorized in the same year, a $42,000,000 project.

It was reasonable to assume that once the Congress had authorized these projects, that the people in the valley could look forward to the near future when these projects would be constructed and would serve the purpose for which they were designed, which was flood control and navigation. Here we are in 1952 and we are still arguing about money to continue construction on the first reservoir.

In addition to that, for 2 years they have done nothing about giving us the needed bank stabilization that we are entitled to, and certainly deserve, and the Congress has agreed to provide for.

LEVEE CAVE-INS AND LAND EROSION

We are in this position in Louisiana and in Arkansas, the Senator's home State. A small portion of the Red cuts across the lower section. We will go out there and see 300 to 400 feet of the finest land cave into the river, taking levees that had been built with Federal money, and in many cases get right back up against a railroad or a highway before we can put in revetments because the law reads that if it is more economical to set the levee back, you have to do that. The Corps of Engineers has no choice in the matter. But, if on the other hand, the cost of relocating the railroad and the highway would exceed the cost of putting in revetment work, then we can put in revetment work.

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I have in mind one place just below Shreveport where a total of 880 acres of land has caved in the river and finally we were able to get the revetment work in, but that did not compensate us for the 800 acres of land.

Senator CORDON. Where may I find that provision in the law?

Mr. MATTHIAS. General Chorpening, you are familiar with that, are you not?

General CHORPENING. I do not recall where it is in the law.

Senator CORDON. Do you recall it is in the law?

General CHORPENING. I think Mr. Matthias is referring to our emergency authorization and not to any authorization document. Is that correct?

Mr. MATTHIAS. It is something either in your emergency authorization or authorization for Red River. I believe it is in your emergency law.

General CHORPENING. I do not recall anything in the authorization language.

Senator CORDON. Will you check on that and let us know about it?

Mr. MATTHIAS. Yes.

Senator MCCLELLAN. Under the Emergency Act you can only make repairs and restore.

General CHORPENING. If we have public utilities, bridge and highways, we do have some authority.

Senator MCCLELLAN. As far as levees are concerned, you do not have authority under the emergency fund to go in there and protect all these banks. If you have, I want you to go in there and get started on the Arkansas.

General CHORPENING. We do not have authority other than for $50,000 in a specific place for the protection of highways, bridge approaches, and public works.

Mr. MATTHIAS. I shall be glad to furnish that for you.

Senator CORDON. Please do.

(The information referred to follows:)

Section 14 of the Flood Control Act of July 24, 1946, reads as follows:

"That the Secretary of War is hereby authorized to allot from any appropriations heretofore or hereafter made for flood control, not to exceed $1,000,000 per year, for the construction of emergency bank-protection works to prevent flood damage to highways, bridge approaches, and public works, when in the opinion of the Chief of Engineers such work is advisable: *Provided*, That not more than $50,000 shall be allotted for this purpose at any single locality from the appropriations for any one fiscal year."

Since no funds were appropriated for bank stabilization in the fiscal year 1952, funds for such work on Red River have been obtained under authority of this section.

House Document No. 602, Seventy-ninth Congress, which contains the report of the Chief of Engineers which is the basis of the authorization of the general plan for flood control on Red River, contains language with reference to bank stabilization, which is interpreted by the Corps of Engineers as requiring the same conditions as set forth in the section above quoted.

FLOOD DANGER

Mr. MATTHIAS. So in 1952 we are like many of the other basins, we have one reservoir under construction. We have gone 6 years and I do not know how much longer we will have to go before we have this reservoir system in operation. But it is evident that we cannot have protection until we do have that system in operation.

Now, the storm that occurred in the Missouri and Kansas area was directly 300 miles north of the Arkansas and the Red River Basins and, had that storm occurred 300 miles south, it would have been in the Arkansas and the Red River Basins. The last great storm that we had was in 1945 and the same thing that happened in Kansas and in Missouri happened to us. It is in a watershed of continuous alinement, and it can happen to any of those rivers west of the Mississippi. Our people are vitally interested in seeing this program completed.

We are in sympathy with economy but we take the position that some definite plan of completion, particularly on projects that have been authorized for so long, should be adopted, and we would like to see some kind of plan put into effect so that projects that are authorized and are partially under way can be completed within a reasonable time. We should protect our own resources and protect our lands in the same way that we are doing in other countries. We feel we should take care of our home first.

BUDGET POLICY

Senator McCLELLAN. Do you not realize that the budget has to be disregarded if we make any progress on these things? We cannot accept that as a guide any longer if we are going to make any substantial progress. I have projects in my State just like yours that you are speaking of, which actually affect part of my State, but we are not making progress because we are trying to stay within the budget. As long as we stay within this budget—and I agree it is a tight budget so far as these internal developments and improvements are concerned—it is a fact we cannot make any progress. If we break open the budget, we know that a lot of areas are going to be entitled to this treatment.

I have this problem now, I have to ask for money, I cannot do less, and I doubt if the Congress can do less than that without jeopardizing the national welfare. You probably have exactly the same problem in Louisiana.

NO RESTRICTIONS ON COUNTERPART FUND PROJECTS

Senator LONG. Might I point out that there is not a new-start policy imposed on the use of American counterpart funds for flood-control projects in Europe such as has been imposed on our projects in the United States.

Senator McCLELLAN. They are for new starts.

Senator LONG. That is right.

Mr. MATTHIAS. I have nothing other than that. I wanted to leave that thought with the committee.

I appreciate very much, gentlemen, your continued help to us and always your courtesy in hearing our problems.

TEXARKANA DAM, ARK.-TEX.

Senator LONG. Might I point up to the committee, Mr. Chairman, just in summary, that at the time of the disaster in Louisiana in 1945, it had been thought that there would be a margin of protection by Denison Dam on the border between Texas and Oklahoma for the

lower part of the Red River. It was found that was totally inadequate because of the heavy rainfull below Denison Dam. At that time the Congress authorized the project shown below Denison which includes this one dam in black, which has been built, and includes the Texarkana Dam, shown here in red, which is under construction. I believe it is due to be completed in the calendar year of 1954.

Senator McCLELLAN. It has no power in it?

Senator LONG. No power. It is a single-purpose project. This dam is due to be completed in 1954.

It was thought these other dams shown here in green would be necessary before the project would be completed. Meanwhile it was felt that to protect this area it would be necessary to strengthen and raise these levees shown below Denison, almost all of them within the State of Louisiana. Some of the work has been done on the levee but now we see what tends to happen after a major disaster such as we saw in Missouri and Kansas and other States. For about a year or two, when the suffering of the people is especially in the minds of the Congress, the projects are pursued. Then a few years without a major disaster and Congressmen and Senators and the country tend to look elsewhere and turn their backs on a project that is designed to protect from just such a similar disaster again.

Senator HAYDEN. You know it is going to happen again in the course of time. You just have to wait long enough to get it.

RAINFALL HEAVY

Senator LONG. Periodically it is going to happen. As a matter of fact, the heaviest rainfall was 14 inches in south Louisiana, and that was a heavier rainfall than I believe you had when you had this flood in 1945.

Mr. MATTHIAS. In this area here and in the Millwood Reservoir section there was as much as 18 inches of rainfall in a 56-hour period. It occurred at a time when, on January 1, the floodstage at Alexandria was reached. That is January 1. Continuously then, for 3 months, you had rains that were of sufficient intensity that all of the natural storage and ground was soaked completely. We had filled up everything, our river was at floodstage. In the 56-hour period from March 28 through April 1, in these areas, in the tributary areas, we had 18 inches of rain over a generally wide area, with the result that the only control on the Red River was Denison Dam, and all of this storm fell below.

So we had no control. We had crevasses in our levees. Many of them were overtopped. There was no storage available, no natural storage, and the result was that it came down the valley.

Senator LONG. Mr. Chairman, if we had to place priority on expenditures, it would seem to me that the first thing we would need would be to keep the river in its course. That is why this item, although small, for bank stabilization, is extremely essential, in order that we may be able to keep the river where it is so that the levees will be useful, so we will not lose the land we have now.

Then we need to close off the levee and make it continuous and protect this land in here which is a fairly small project, with a high amount of State matching funds.

Then we hope that Congress can go along in line with whatever policy has been adopted. We have no complaints on taking our share of what over-all cut is made on civil functions if it must be done on Texarkana Dam. But we hope that eventually, if the Bureau of the Budget does not do it, Congress will break through this no-new-start policy and protect this country of ours.

Thank you very much for your very courteous attention, Mr. Chairman and members of the comittee.

SAN DIEGO RIVER AND MISSION BAY, CALIF.

Senator HAYDEN. At this point in the record there will be inserted a letter from Congressman McKinnon concerning the desire of the city of San Diego, Calif., to advance funds to the Corps of Engineers for completion of an authorized channel connecting Mission Bay with the ocean.

(The letter referred to follows:)

HOUSE OF REPRESENTATIVES,
Washington, D. C., May 16, 1952.

Hon. KENNETH MCKELLAR,
Chairman, Senate Appropriations Committee,
Senate Office Building, Washington, D. C.

DEAR MR. CHAIRMAN: Some years ago, Congress authorized nearly $10 million for the Mission Bay project at San Diego, Calif., and until this year has been appropriating funds regularly. Due to the war effort, your committee rightfully has decided not to make further appropriations at this time. Approximately $3,285,000 remain unappropriated.

The Corps of Engineers constructed a narrow channel connecting the bay with the ocean. This channel has not been completed and has been a constant source of danger. In a year's time 29 boats were overturned or swamped, and 18 boats were in distress and had to be towed to safety. Lifeguards went to the rescue of 104 people, despite that 3 were drowned. Several others were drowned later before the city council closed the channel. Since the channel cannot be blocked, more drownings and loss of property will continue to occur unless constructive action is undertaken.

The city of San Diego appreciates the financial problem of the Federal Government but is deeply concerned with the threat to life and property created by the unfinished condition of the channel.

By a resolution of the city council, the city of San Diego seeks to advance to the Corps of Engineers $690,000 for the completion of the channel. This can be done under authority of the Rivers and Harbors Act of 1925. Last year, however, the Appropriations Committee was especially critical of this procedure, and the Corps of Engineers is unwilling to proceed without the expressed authority of your committee.

In view of the fact that drownings have occurred and will continue to occur, and in view of the further fact that the city of San Diego is attaching no strings to their advance that the Federal Government must make repayment within a specified period of time, I am requesting the cooperation and help of getting your committee to authorize the Corps of Engineers to receive the $690,000 and to finish the channel project as quickly as its schedule permits.

Your consent will save the lives of several people this summer, and it will not obligate the Federal Government to further appropriations at any specified time.

We have here a critical condition. No one is to blame for it, but we do suggest a solution that is authorized by law and which does not obligate the Federal Government for appropriations, now nor in the future. The city is willing to undergo the risk that in some distant year, after the war emergency is over, Congress will be willing to complete the Mission Bay project it willingly authorized.

You have it within your hands to save the needless loss of life; will you please give me that help?

Respectfully,

CLINTON D. MCKINNON.

SURVEY FUNDS—SAN LORENZO AND ALAMEDA CREEKS, CALIF.

Senator HAYDEN. I would also like to insert in the record at this point a statement by Congressman Miller, requesting restoration of survey funds for the Corps of Engineers.

(The statement referred to follows:)

STATEMENT OF CONGRESSMAN GEORGE P. MILLER, SIXTH DISTRICT, CALIF., IN SUPPORT OF H. R. 7268

Mr. Chairman, I respectfully request that the funds for surveys and investigations in the civil functions bill for the Corps of Engineers be restored to that approved by the Bureau of the Budget.

In our search for places to economize in Government we have often been "penny-wise and pound-foolish." I have never subscribed to the theory that we could save money by retarding the research and investigative program of the Corps of Engineers.

We have been plagued with disastrous floods for the past few years. The cost of these floods to our economy runs into hundreds of millions of dollars, if not over a billion. This loss for the most part was sustained by "little people," home owners, small merchants, farmers, etc. The impact of these floods is great.

We have master plans for controlling the floods and preserving our lands from erosion but we need money to make the detailed physical surveys to do the planning and to make the economic studies to determine the feasibility of the supplementary projects.

Let me illustrate by reciting a condition that takes place in the part of Alameda County, Calif., that I have the honor to represent:

There are two water systems involved—San Lorenzo and Alameda Creeks.

San Lorenzo Creek runs through one of the areas that has had a phenomenal growth. A great portion of the area it drains has been converted from a farming to an urban community. The runoff of this creek has been increased.

In its lower reaches it floods an intensively developed subdivision peopled by defense workers, a large percentage of which are veterans.

The damage was so great that the Corps of Engineers approved an emergency grant of $45,000 a year ago to assist in curbing the flood.

The people in the area affected have established a community service district—an official public utility under California law—to protect their interests.

A survey of San Lorenzo Creek is in the process of being made. I am informed that it requires about $6,000 to complete it. Until it is finished we cannot establish responsibility for the amount the Federal Government, the State, or the district should spend on this project.

Until this survey is completed no progress can be made in permanently solving the problem of flood control. Floods can continue to be a drain on the Government agencies involved and cause great losses in property.

While Alameda Creek presents a different problem it is nonetheless acute. Here valuable lands can be destroyed and the defense effort retarded because it drains an area important to it.

May I respectfully renew my request that funds be made available to the Corps of Engineers to carry out its assigned mission of flood control.

STATEMENT OF HON. DEWEY SHORT, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MISSOURI

TABLE ROCK DAM, MO.

Senator HAYDEN. Congressman Short of Missouri.

Representative SHORT. Mr. Chairman and members of your subcommittee, I am Dewey Short, Representative in Congress from the Seventh Missouri District.

First, I want to thank you once more for the opportunity of being heard briefly on the construction of the proposed Table Rock Dam

which is located on White River in Taney County, Mo., in my congressional district just a few miles north of the Arkansas border.

The White River rises in the Boston Mountains in northwest Arkansas, flows northward through three counties in my district, Barry, Stone, and Taney, and back across northeastern Arkansas until it spills in the Mississippi. It carries very little silt because it is fed by clear, gushing springs from the Ozark hillsides, a beautiful body of water, where fishing is fine. And I now extend to you a cordial invitation to come down so that we can prove it to you.

I have repeatedly appeared before different Government agencies and particularly committees of the House and Senate on the construction of Table Rock Dam for the past 15 years. I am not going to trespass on your patience and time at this point, because other witnesses, abler and more qualified to speak in detail concerning this project, will follow me. I must hurry and return to my Committee on the Armed Services that is considering a $3,000,000,000 construction program.

I want to say first that Table Rock Dam has been approved by every governmental agency that has considered it, the Federal Power Commission, the Director of the Budget, and President Roosevelt, both committees of Flood Control of the House and Senate, and both the Senate and the House.

AUTHORIZATION

Table Rock was authorized along with Bull Shoals in 1941. The war came and caused a priority on strategic materials and a shortage of critical materials and manpower. Both projects were postponed. However, in 1946, Bull Shoals was started and it is now fast nearing completion. The reservoir is being filled. Bull Shoals is about 87 miles downstream from Table Rock, or 50 air miles south of Table Rock.

These two projects are really considered as a unit, as the testimony of the Army engineers will show. It would be rather foolish to construct one without constructing the other. They are so interlocked and interrelated that for economical operation and for the maximum output of power they must be considered together, because one dam holds up the water to feed the other.

POWER PHASE

Not only will the construction of Table Rock increase the output of power in Bull Shoals, but it will also increase the output of power at Ozark Beach Dam, near Forsyth, Mo., just below the site of Table Rock which is a privately owned utility, having been constructed in 1912, 40 years ago.

Senator McCLELLAN. Would it also increase it at Norfork?

Representative SHORT. Norfork is on the North Branch of the White River. As you know, Norfork Dam is complete; it is operating. I imagine they are at maximum capacity at this time. It has created a beautiful body of water that has backed up into Ozark County, another county in my congressional district.

Bull Shoals, as I say, is practically complete or soon will be, and the reservoir is filling now with water which will back the lake up to Ozark Beach Dam near Forsyth.

LOCATION OF DAM

This proposed Table Rock Dam is further up the White River, above Ozark Beach, and will increase the output of power, not only at Table Rock but Ozark Beach Dam as well as Bull Shoals, because when you have a flood they catch the water and hold it and then will discharge it gradually.

Senator HAYDEN. It equates the flow.

Representative SHORT. That is it, it equates the flow.

Now the engineers have given sufficient evidence, I think, that from the standpoint of flood control alone, Table Rock is justified. From an engineering standpoint it is feasible because the channel is comparatively narrow. It is in those hills.

The reservoir of 3,500,000 acre-feet of water that will be created, most of it in my own county of Stone, and the adjoining county of Barry to the west, will not cover up railways, because we do not have railways there. It will not interfere too much with highways. We will have to build a bridge or two, or raise one across the river in the south end of my county, but because of the topography and the nature of that hill country, Table Rock is really an ideal spot not only to prevent flooding of the wide territory below in Arkansas, but it is ideally fitted to generate hydroelectric power.

There is a great demand for power in that region. Bull Shoals power, as you perhaps know, has already been contracted for, the total output, because of the large aluminum plant that is to be built in northern Arkansas.

Sixty percent of the 780,000 people who live in the White River Basin are engaged in agriculture. It is a great poultry and dairy center, berries, and particularly the growing and canning of tomatoes.

In addition to agriculture, we do have many canneries: tomatoes, peas, beans, and the like. We have sawmills. We have many precious metals, certainly valuable metals: lead, zinc, bauxite, titanium, and fluoride deposits in southern Missouri and northern Arkansas. If we had this power, I am sure many of the marginal mines in the four-State area—Arkansas, Missouri, Kansas, and Oklahoma—would be able to reopen and produce the metals we so sorely need at this time, if we could get cheaper power and adopt the electrolytic process of mining.

ANNUAL FLOOD DAMAGE

The construction of Table Rock Dam could be justified solely from the standpoint of flood control, because our annual flood damage in that basin is over $2,000,000. Railroads are undermined, bridges are washed away, houses destroyed, livestock drowned, and in some of the floods we have lost human lives. They recur. Between 1927 and 1938 we had seven major floods. We have had several since then. But from the long-range point of view, I feel that you could almost justify the construction of Table Rock if you forgot flood control altogether; you could justify it from the long-range point of view for production of hydroelectric power that would bring in new industries and give the people in that region employment.

I do not want to take any more of your time, but I do want to say this to you, gentlemen, that in the 20 years I have been in Congress, I have served on the House Committees on Flood Control, Rivers and

Harbors, Irrigation and Reclamation, and as president of the National Rivers and Harbors Congress for 6 years. I have served on these committee in the House in years gone by and have pleaded for the construction of Table Rock in all these years. I have seen hundreds of projects all over this Nation, not only in the Missouri Valley but in the Mississippi, the Illinois, the Ohio, the Arkansas, the Red, and all the rest, and have gone up and down the Atchafalaya Basin visiting my friends in Louisiana. I can say to you without hesitation that I know of no project in the United States, from the standpoint of flood control and generation of hydroelectric power, not to think of the incidental recreational benefits in that Ozark play land, that is more justifiable than Table Rock.

Now we finished Norfork, we have almost finished Bull Shoals. In a six-State area, Missouri, Arkansas, Louisiana, Kansas, Oklahoma, and Texas, Table Rock is the only project which has been authorized and approved and on which construction has not yet been started. I think all interested parties from those six States, many of whom no doubt will speak to you along with the Engineers, will agree that all other projects in those six States, authorized and approved, have been given construction funds and construction has begun—with the one exception of Table Rock.

I talked to the Engineers. They say, "Why don't we start construction? We are ready to go any time you get us the money." When I talk to my chairman of the Appropriations Committee in the House, "We will give them the money the minute we get the DPR report."

CONSTRUCTION START

We have been working on Table Rock for 15 years. I do hope that this committee in its sound judgment will give us at least $2,000,000 or $3,000,000 to get construction started, to get going, because, gentlemen, it takes from 5 to 7 years to construct one of these dams.

Now we were stopped in 1942 because of World War II. For heaven's sake, let us not delay the thing any longer and wait until we become involved in world war III because the same old hue and cry will go up, "There is a shortage of materials and manpower."

We are going to need the power that Table Rock generates and develops in order to win a third world war if, unfortunately, we become involved in one.

I have taken too much of your time, Senator, but I do appreciate the consideration you have given us in the past. However, this is a project that is long overdue.

I might say that not one dime have I ever received for dams or flood control in my congressional district in the 20 years that I have been here but that I have always ardently supported flood-control projects and the conservation and development of all our land and water resources.

I agree wholeheartedly with what the Senator from Oregon said this afternoon. The soil is our most prized possession. We have to conserve that. At the same time we have to produce the power which is in such great demand and which will stand us in good use not only in time of peace, but which I consider indispensable in time of war.

Thank you very much.

STATEMENT OF HON. J. W. TRIMBLE, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ARKANSAS

TABLE ROCK DAM, MO.

Representative TRIMBLE. Mr. Chairman and members of the subcommittee, I want to endorse everything that my friend and colleague, the gentleman from Missouri, has said. I, too, want to stress his invitation to you gentlemen to visit our section, the Ozark section of southwestern Missouri and northwest Arkansas. We have the fightingest bass in the world down there, and this side of Arizona and Oregon, the sunshine is more gentle than any other place.

Congressman Short said something about the canning industry in my section. It might be a matter of interest to this committee that in the 10 counties I represent, in the northwest corner of Arkansas, we have 201 canning plants, tomatoes, beans, and things of that kind. We have a great poultry section. I think there are 17 dairy-products processing plants.

I cannot stress to strongly the feeling I have about the development of this project. It is, from an engineering standpoint, I am told, one of the most feasible projects in the country.

I happen to know that from a recreational standpoint it is important, but the main thing that makes this project necessary now is the fact that there is a shortage of power in our section to carry on the industries that we have and the industries that we hope to get, and to furnish electricity to the various cooperatives, the rural electric cooperatives in both States, the whole section for that matter, Oklahoma, Arkansas, Missouri, and Texas.

BULL SHOALS, DAM POWER CAPACITY

Bull Shoals, which is in the district I represent, is just now being completed. When it is finished there will be eight generators, with 40,000 kilowatts each, making 320,000 kilowatts. If I understand the situation correctly, the electricity that is generated at that dam, and also the electricity to be generated at Norfolk, which is about 27 miles away—two generators in operation now, 35,000 kilowatts each, and two more to be installed—that will make 460,000 kilowatts in those two projects.

Now, with the industries we are getting for Arkansas and the industry that is coming to Missouri and the commitments involved, I am told that by 4 years we will be definitely short of power, even with the completion of Table Rock.

I hope that this committee can see its way clear to grant, as my colleague has said, funds to start this project, so that we can begin to move on it for the two items involved especially, flood control and electric energy.

All of the people interested in the project, so far as I have been able to learn, are wholeheartedly in support of it. For a while the private power companies in our section were a little skittish about it, but now they are for this project and are asking that it be started and rushed to completion.

I have a statement from the chairman of the resources and development committee of the Arkansas State Electric Cooperative Associa-

tion, the 18 REA cooperatives of our State, which they have instructed me to read to you, gentlemen, or place in the record.

Senator HAYDEN. It may be placed in the record.

(The statement referred to follows:)

STATEMENT OF R. G. GATES, CHAIRMAN OF THE RESOURCES AND DEVELOPMENT COMMITTEE OF THE ARKANSAS STATE ELECTRIC COOPERATIVE ASSOCIATION

The proposed Table Rock Dam, which is located on the White River in southwestern Missouri, is of tremendous interest to that district as well as to the people that live in the adjacent areas just across the State line in Arkansas. The benefit to be derived from the construction of this dam cannot be confined to certain areas; however, and indirect benefits will come in some measure to the whole southwestern section of the United States.

Flood control, soil conservation, recreation, hydroelectric facilities, and many other benefits can be derived from the construction of this dam.

The entire area of this proposed lake is mountainous. Valleys in these mountains provide an ideal water-storage reservoir to impound water which will, during times of excess rainfall, cause disastrous floods in the lower reaches of the White River Valley. Also in the lower Arkansas Valley into which the White River flows. Recent experience along the Missouri and past experiences on the White River, impresses upon our minds that the damage from one flood can be many times the cost of the proposed dam in destruction of property. The construction of two dams—one on the White River, Bull Shoals, and another, Norfork, on one of the main tributaries of the White, have made a start on this control; however, these cannot be fully effective in any of the benefits until Table Rock Dam is completed. This will be shown in reports filed by the Army engineers prior to the construction of these dams. One trip in the wake of one of these disastrous floods, to see the utter devastation in personal property loss, in loss of productive soil, and the misery and hardship of those who are affected would convince the most skeptical that this is one of our most needed and unfinished jobs yet to do. The soil that is displaced can be replaced only by years and years of patient rebuilding, only to have a repetitious flood again before the job is complete.

The benefits derived from the recreational facilities in the immediate area is of great value. It provides not only recreation for those who have a few days a year for such purposes, but beautiful home sites for permanent homes in the fresh clean countryside for those who wish and can and do take advantage of such facilities.

The hydroelectric power that would be produced by the generators installed would bring to this area an additional supply of power that is badly needed on the farms to help produce the food and fiber for the Nation and help to relieve the shortage in power that now exists. A loss of 250,000 farm workers and a need for increase in the production of food necessities the application of electric power to a far greater use on our farms. A recent appeal by the Secretary of Agriculture Brannan for an over-all increase in food production can only be accomplished by the application of low-cost electrical service to the farmers. Electrical service can be utilized on our farmsteads only if it is low in cost, ample, or abundant in supply, and dependable. Hydro facilities can and do fill all of these requirements.

It is a fact that in past years the only opposition to the construction of hydroelectric facilities has come from those who have enjoyed a monopoly in the supply of electrical service. They, too, now join us in our request that this be built. It is of the utmost importance that the Congress give this appropriation their favorable consideration. The normal flow of water from this river will provide thousands of kilowatt-hours of electricity. The impounded water from excess rainfall will provide thousands more; all adding to the strength of our Nation for defense and for the general welfare of our people.

The people in the State of Arkansas, the 115,000 farm users of the electric cooperatives, have requested that our Representative to Congress—the honorable James W. Trimble—represent us before this committee and urge that this appropriation receive favorable consideration at this time.

Representative TRIMBLE. That statement substantiates what I have been saying here. They are wholeheartedly in support of the project for flood control and electricity, with special emphasis on electricity, so that they may go out and complete their area of coverage.

In my section of Arkansas there are still several thousand people who are on the waiting list for electricity who have not been served. This is very vital to the cooperatives in our State. There will be witnesses here from Missouri, I know, and perhaps from Oklahoma and Texas, who are vitally interested in this project.

If there is anything I can do as a citizen or as a public official to help this cause, I want your committee not to ask me to do it but to command me to do it.

Thank you, Mr. Chairman.

Chairman McKELLAR. I have a letter from Senator Kem enclosing three telegrams concerning the Table Rock Dam. The letter and telegrams will be placed in the record at the appropriate point.

(The letter and telegrams referred to follow:)

UNITED STATES SENATE,
COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
May 24, 1952.

Hon. KENNETH MCKELLAR,
Chairman, Senate Committee on Appropriations,
The Capitol, Washington, D. C.

MY DEAR SENATOR: Enclosed herewith are three telegrams concerning the Table Rock Dam for the information of your committee.

With best wishes.

Sincerely yours,

JAMES P. KEM.

Enclosures.

SPRINGFIELD, MO., *May 20, 1952.*

Senator JAMES P. KEM,
Senate Office Building, Washington, D. C.:

Table Rock Dam construction is another step into socialism. Help kill it.

HERB WALL.

SPRINGFIELD, MO., *May 20, 1952.*

Senator JAMES P. KEM,
Senate Office Building, Washington, D. C.:

Table Rock Dam is an impractical proposal that will neither control floods nor produce cheap power. Certainly such monstrous monuments are contrary to needed governmental economy. Land to be removed from production more important to our economy than vague promises of cheap subsidized power. Urge you oppose appropriation of funds for such projects regardless of where located. Economy begins at home.

PAUL SHELTON.

SPRINGFIELD, MO., *May 20, 1952.*

Senator JAMES P. KEM,
United States Senate, Washington, D. C.:

Re Senate subcommittee Table Rock Dam hearing Wednesday, May 21, please make it known that this destructive project is strongly opposed by the conservation federation and the great majority of interested Missourians.

CONSERVATION FEDERATION OF MISSOURI,
By HARRY BRUTON, *Executive Secretary.*

SPRINGFIELD, MO., *May 20, 1952.*

Hon. JAMES P. KEM,
Senate Office Building, Washington, D. C.:

Earnestly request you oppose construction Table Rock Dam. Needless addition to national debt and destruction of Missouri's natural resources.

FRED DE ARMOND.

SPRINGFIELD, MO., *May 20, 1952.*

Senator JAMES P. KEM,
Senate Office Building, Washington, D. C.:

Senate Appropriations Subcommittee meeting tomorrow to consider appropriations Table Rock Dam southwest Missouri. Overwhelming local sentiment is opposed. This is United States Army Engineer pork-barrel project. Please hold the line.

Sincerely,

A. B. JACKSON, Jr.

STATEMENT OF L. N. SPEIGHT, CHAIRMAN, SIX-STATE POWER ADVISORY COMMITTEE OF THE SOUTHWEST

FLOOD CONTROL DAMS—POWER PHASE PROJECTS

Senator HAYDEN. Mr. L. W. Speight.

Mr. SPEIGHT. Mr. Chairman, and members of the committee, I represent the Six-State Power Advisory Committee of the Southwest.

If I may, I would like permission to stand here and use this map. The six States that I represent are Missouri, Arkansas, Louisiana, Kansas, Oklahoma, and Texas. This committee, of which I am one, is composed of representatives from the rural electrification cooperatives and the municipal utilities.

The group that is here today includes directors, managers, and members of the rural electric cooperatives, and it includes superintendents and managers and directors of the municipal utilities.

This committee is responsible for making a survey and doing long-range planning to see that an adequate supply of electricity at a reasonable rate is supplied in this six-State area.

ARKANSAS PROJECTS

This shaded area of the map is the Southwestern Power Administration area. I would like to call your attention to the fact that as of now there are three dams completed and being used for the generation of power. The Norfork Dam here in northern Arkansas, with a 70,000 kilowatt capacity, and the Denison Dam on the line between Texas and Oklahoma, with 70,000 kilowatt capacity, and the Narrows Dam in Arkansas, with 17,000 kilowatts capacity, or a total capacity of 157,000 kilowatts.

Now we are informed that there are five dams presently under construction, which will be completed, we will say, in 1953 or close thereabouts. The Whitney Dam, which is located over here in the State of Texas, with a capacity of 30,000 kilowatts; the Blakely Mountain Dam here in Arkansas, with a capacity of 75,000 kilowatts; the Bull Shoals Dam here in northern Arkansas, on the White River, with a capacity of 160,000 kilowatts; the Fort Gibson Dam in Oklahoma, with a capacity of 49,000 kilowatts; and the Tenkiller Ferry Dam, with a capacity of 34,000 kilowatts, or a total of the five dams now under construction and shortly to be completed, would be 348,000 kilowatts.

INTEGRATION OF POWER SYSTEMS

Now, by tying these eight dams together with the transmission lines primarily already there, we would be able to get 34,300 additional kilowatts by integration of the eight dams when completed.

Senator McCLELLAN. In other words, that would be wasted if you did not tie them together?

Mr. SPEIGHT. That is right. If we have a little extra rain up here, open those gates, run it down the line where there is a little drought, a principle similar to that.

In addition to these eight dams, the Southwestern Power Administration has contracts to purchase from some cooperatives, and that totals 115,000 kilowatts. Then, as a sort of summary, if we take the dams that are already under construction, the 157,000 kilowatts, the dams which will soon be completed of 348,000 kilowatts, the increase by integration of 34,300 kilowatts, and the amount to be purchased from the generating and transmission co-ops of 115,000 kilowatts, we will have a total of 654,300 kilowatts. This total of 654,300 kilowatts is primarily under contract, even now, by rural-electric cooperatives, municipal- and private-power companies.

FUTURE POWER CAPACITY NEEDS

In 1958 there will be needed by these contracting parties a total of 602,780 kilowatts. Now, when that time arrives, if we happen to have an adverse period of stream flow, that might be reduced to 590,700 kilowatts, or in 1958 we will have a deficit in that area of 12,080 kilowatts.

Senator McCLELLAN. Does that take into account the anticipated development in the industrial field or is it just on the basis of what we now have?

Mr. SPEIGHT. That is on the basis of contracts which have already been negotiated. In the case of our rural-electric cooperatives, that means a normal load-growth center.

Senator McCLELLAN. That also includes normal expansion?

Mr. SPEIGHT. I would say normal expansion; yes, sir.

Senator CORDON. In your figuring, what load factor do you use with reference to these hydroelectric plants?

TABLE ROCK DAM, MO.—POWER PHASE

Mr. SPEIGHT. For instance, in regard to the Table Rock Dam, which the two able Congressmen have mentioned, the load factor is 47 percent. That 84,000 kilowatts, Senator, of initial installed capacity, will be only 39,500 prime power. Does that answer your question?

Senator CORDON. Yes; that answers my question with reference to one dam. I would like to get the information for all of them.

Mr. SPEIGHT. That Table Rock Dam has a better load factor, better prime-power factor, than the other dams. I won't say every other dam, but, generally speaking, that is true.

Senator CORDON. Does anybody have this figure, the amount of kilowatt-years, average kilowatt-years that are going to come from these dams? Does the Corps of Engineers have that?

General CHORPENING. We have that data; yes, sir.

(The information referred to follows:)

Project	Planned installation, kilowatts	Annual generation, million kilowatt-hours	
		Primary	Total
Denison	[1] 70,000	141.0	267.0
Narrows	[1] 17,000	19.2	28.4
Norfork	[1] 70,000	120.0	184.0
Blakely Mountain [2]	75,000	93.4	131.5
Bull Shoals	160,000	459.0	647.0
Fort Gibson	45,000	78.8	150.0
Tenkiller Ferry	34,000	60.4	102.4
Whitney	30,000	33.2	85.0
Table Rock [3]	84,000	346.0	522.0

[1] Presently in operation.
[2] Blakely Mountain will increase total annual generation at downstream plants by 1.2 million killowatt-hours.
[3] Table Rock will increase primary generation at Bull Shoals by 121 million killowatt-hours, and primary generation at Ozark Beach by 99 million killowatt-hours.

Senator CORDON. I do not care about that now.
Go ahead, please. I did not want to interrupt you.

POWER MARKETING

Mr. SPEIGHT. In addition to the contracts which are existing in the six-State area with the Southwestern Power Administration, there are 300,000 kilowatts possible load with rural electric cooperatives and municipal systems in that area which cannot contract with Southwestern Power because there is no power. And there is approximately 150,000 kilowatts of Federal loads such as Army camps and air bases. That is a total of 450,000 kilowatts that is unable to contract for power because the power is not available.

Now, it has been ably said that it takes possibly 4, 5, or 6 years to construct a dam. We have made an extensive study of the possible dams in this six-State area. We have met with the Corps of Engineers, with the Southwestern Power Administration. We have met with ourselves, with municipals, and we have come up with only one answer each time. Table Rock Dam is the one dam that would afford the greatest benefits to the six-State area. One of the reasons for that is the 47-point power factor which has been mentioned.

INTEGRATION OF POWER CAPACITIES

Now, Table Rock has this initial installed capacity of 84,000, of which 39,500 will be prime power. Just below Table Rock Dam, as the Honorable Congressman Short has stated, is the Ozark Beach Dam, which presently has no prime power but would have prime power in the amount of 10,500 kilowatts when Table Rock is installed.

Bull Shoals Dam, where the investment is already there, would have an additional prime power of 13,400 kilowatts, or a total of prime power in the three dams, Table Rock, Ozark Beach, and Bull Shoals, of 60,400 kilowatts.

It is pretty much an established fact that a combination of hydroelectric power to be used on on-peak periods and fuel-burning generation to be used on the off-peak period is the most economical in the Southwest area. Now, the generation of electric energy by steam

requires approximately 1 pound of coal for each kilowatt-hour of electricity generated. I think that is especially important following what the two Congressmen, and what you said, Senator, relative to the conservation of our natural resources, because in Table Rock Dam the annual energy generated will be 372 million kilowatt-hours, at the power site and the increase at Bull Shoals Dam.

Senator CORDON. What is the annual energy?

Mr. SPEIGHT. Three hundred and seventy-two million kilowatt-hours, and in the power-site dam, 36 million kilowatt-hours, and in the Bull Shoals Dam, 8 million additional kilowatt-hours. Or using that basis of 1 pound of coal to a kilowatt of generation, there will be 208,000 tons of coal saved each year.

Now, the construction of this dam will not cause Southwestern Power Administration to spend any noticeable amount of money, because their original plans have included the sale of power from Table Rock Dam.

Senator MCCLELLAN. Do they have a connected line yet?

Mr. SPEIGHT. In their purchase from a steam-generating plant they have a line which can be used for that connection, Senator.

Senator MCCLELLAN. I think the power from all these dams should be integrated.

Mr. SPEIGHT. We concur in that. I would like to recall in 1958 this deficiency of 12,080 kilowatts, unless there are new starts and the 450,000 kilowatts, that cannot contract for power unless there are some new starts, and if the work is not started immediately, there will be no new generation by 1958.

Then in summary it is our belief that since no new projects containing power facilities have been started in the Southwest during the past 4 years and since it requires approximately 4 years to construct such a project, or maybe even 6, and since there are 2½ to 3 million people in this six-State area that depend on this power program which was started by the Congress, and which did provide funds for Bull Shoals and Norfork Dams, it is very essential that the program be carried forward in acordance with the needs of the people in the region and the national defense mobilization program. Therefore appropriations should be made for the immediate start and accelerated construction of the Table Rock project.

I thank you very much for an opportunity to appear here. I would like to have permission for filing a statement with the committee and ask that others here to speak before you may have the same privilege and that we may file statements of two or three organizations that were unable to be here.

Senator HAYDEN. Any statements you desire to file for the record, you may do so.

Mr. SPEIGHT. Thank you very much.

(The statement referred to follows:)

STATEMENT OF L. N. SPEIGHT, CHAIRMAN, SIX-STATE POWER ADVISORY COMMITTEE OF THE SOUTHWEST

Mr. Chairman and gentlemen of the committee, my name is L. N. Speight. I represent the Six-State Power Advisory Committee of the Southwest which consists of representatives from the States of Missouri, Arkansas, Louisiana, Oklahoma, Kansas, and Texas. The committee is composed of representatives from rural electrification cooperatives and municipal utilities. This group, which is present today, includes directors, managers, and members of interested co-

operatives, superintendents, managers, utility-board members, and council members of municipal governments in this six-State area. This committee has the responsibility from the members of the cooperatives and the citizens of the municipalities having their own generation and distribution systems of obtaining low-cost dependable power to meet their present and future needs.

Based upon past experience of the municipal loads and rural electric coop loads in the Southwest area, the demand and kilowatt-hour consumption approximately doubles every 5 years. This committee has the responsibility for long-range planning to meet the needs of our area in order that there will be an adequate supply of electric power and energy. This growth will continue so long as the individual rural electric cooperative member or municipal consumer is able to obtain his electric power and energy at a reasonable rate which he can afford to pay.

Southwestern Power Administration advises us that the rated kilowatt capacity available from the three hydroelectric projects now in operation is as follows:

	Kilowatts
Norfork Dam (Arkansas)	70,000
Denison Dam (Oklahoma-Texas)	70,000
Narrows Dam (Arkansas)	17,000
Total in operation	157,000

The Southwestern Power Administration also advises us that the rated kilowatt capacity, which will be available from the five hydroelectric projects now under construction by the Corps of Engineers in this six-State area, with estimated date of completion, is as follows:

	Kilowatts
Whitney Dam, Tex. (1953)	30,000
Blakely Mountain Dam, Ark. (1954)	75,000
Bull Shoals Dam, Ark. (1952)	160,000
Fort Gibson Dam, Okla. (1953)	49,000
Tenkiller Ferry Dam, Okla. (1953)	34,000
Total in process of construction	348,000

The diversity gained by integration of the above eight Federal projects when they are all in operation in the latter part of 1953 or early 1954 will be 34,300 kilowatts.

In this area through the purchase of kilowatt capacity from the fuel-burning plants of four generating and transmission cooperatives, the Western Electric of Oklahoma, Central Electric of Missouri, NW Electric of Missouri, and the Arkansas Electric of Arkansas, 115,000 kilowatts will be added to firm the hydro-generated electricity. Thus the total available power in this area by the end of 1954 is as follows:

	Kilowatts
Hydroelectric projects now in operation	157,000
Hydroelectric projects under construction	348,000
Gained by diversity of integration	34,300
Purchased from generating and transmission co-ops	115,000
Total	654,300

We have been advised by the Southwestern Power Administration officials that they have executed contracts with preferred customers under the existing Federal statutes for a total of 420,400 kilowatt-hours and have also negotiated a contract to serve an aluminum national defense load of 150,000 kilowatts which makes a total now under contract of 570,400 kilowatts by 1957, and with the increased load growth, this figure will be increased to 602,780 kilowatts by 1958. The capability of the plants with an installed capacity of 654,300 kilowatts may be reduced to 590,700 kilowatts during adverse periods of stream flows. The total capacity of plants under adverse conditions that are now in operation or in the process of construction in this area as is shown above is 590,700 kilowatts in 1957 with a total kilowatt load contracted for in the same year of 570,400 kilowatts. SPA has a reserve over existing contracts for the year 1957 of only 20,300 kilowatts. With normal load growth in 1958, contractors will require 602,780 kilowatts, with only 590,700 kilowatts available, or in 1958 there will be a de-

ficiency of 12,080 kilowatts on a normal load basis without being able to supply any additional preferred customers in the area. Thus, in 5 years, unless additional reservoirs are constructed, SPA power will no longer be available to serve growing loads of the rural electric cooperative members or the municipally operated utility systems who now have signed contracts.

Southwestern Power Administration advises us that the present load of prospective customers in the area for which contracts have not been negotiated is approximately 300,000 kilowatts for rural electric cooperatives and municipalities and approximately 150,000 kilowatts for Federal loads such as army camps, air bases, etc., for a total of 450,000 kilowatts. The ability to serve these customers and Federal loads depends entirely upon the availability of additional facilities to serve in this area.

We have been advised by the Corps of Engineers, Department of the Army, that it takes from 3 to 6 years to construct a reservoir project and to place the power facilities in operation.

Table Rock Dam located in southwest Missouri, approximately 10 miles north of the Arkansas line, was authorized by Congress in the Flood Control Act, August 18, 1941. This information is found in House Document 917 of the Seventy-sixth Congress. Table Rock will have an initial installed capacity of 84,000 kilowatts. If appropriations are made immediately the 84,000 kilowatts capacity of Table Rock Dam could be added to the operating or under construction dams in the area.

This committee believes Table Rock Dam should be the first project to receive consideration of the Congress inasmuch as through the installation of the Table Rock Dam, 84,000 kilowatts installed capacity will be made available of which 39,500 kilowatts will be prime power. In addition, because of its location on the White River, the prime power of the Bull Shoals project will be increased by 13,400 kilowatts and the prime power of the Powersite Dam on the White River, located at Ozark Beach, Mo., and owned by the Empire District Electric Co., will be increased from zero kilowatts-prime continuous power to 10,500 kilowatts prime-continuous power. Therefore, by the addition of the Table Rock Dam a total of 63,400 kilowatts of prime-continuous power will be made available to the region.

The Table Rock reservoir project is an integral part of the comprehensive plan of the development of the White River Basin and, as such, complete development, control, and utilization of the water resources of the basin cannot be achieved without construction of the Table Rock project. The Southwestern Power Administration has recommended the immediate start of the Table Rock Reservoir project because the completion of this project is essential to the ability of this area to contribute any appreciable amount of additional low-cost power to the war effort. The combination of hydroelectric power to be used in on-peak periods, with fuel-burning generation to be used in off-peak periods, is the only method that can be used in this area to produce the low-cost power and energy required by any war industry.

An important economic consideration in the construction of hydroelectric plants is the savings reflected in fuel resources. The generation of electric energy by steam requires approximately 1 pound of coal for each kilowatt-hour generated. The estimated annual energy to be generated at the Table Rock Dam is 372,000,000 kilowatt-hours and the average annual generation at Powersite and Bull Shoals will be increased by 36,000,000 kilowatt-hours and 8,000,000 kilowatt-hours respectively. On the basis of 1 pound of coal per kilowatt-hour, this is equivalent to a saving of 208,000 tons of coal per year. The construction of the Table Rock Reservoir project is particularly desirable as the plant factor is 47 percent based on the prime power of 39,500 kilowatts and the installed capacity of 84,000 kilowatts.

The construction of this project will not require a large investment in the transmission system of the Southwestern Power Administration, as the system now under construction by this agency was planned for disposing of the power from Norfork, Bull Shoals, and Table Rock Dams, based upon the action of Congress in 1941 authorizing the Bull Shoals and Table Rock projects.

In brief summary, the six-State area which I represent will have available by the end of 1953, 590,700 kilowatts. Through load growth the contracts now held by the Southwestern Power Administration will require 570,400 kilowatts by 1957, and 602,280 kilowatts by 1958, or by 1958 there will be a deficiency of 12,080 kilowatts in the requirements for the present contracts in the area.

In addition, there is a total of over 450,000 kilowatts required by 1957 by the rural electric cooperatives, municipals, and Federal loads in the same area, who

are not under contract to the Southwestern Power Administration. Thus, in 1958 the area, in the event that these preferred customers would desire to secure power from the Southwestern Power Administration, could not be served, as the power requirements would be 462,080 kilowatts short of the anticipated need. Inasmuch as it takes approximately 3 to 6 years to construct a hydroelectric project such as Table Rock Dam, this construction would no more than take care of the normal load growth for the present contracts in the area, without being able to add appreciably to the number of persons being served with additional contracts. If the work on the Table Rock Dam is not started immediately so that it can be ready for use in 1957 or 1958, the power situation for the rural electric cooperatives and the municipally owned and operated systems in our six-State area will develop into a very critical condition by 1958.

It is our belief that—

1. Since no new reservoir projects containing power facilities have been started in the Southwest during the past 4 years,

2. Since it requires approximately 4 years to construct such a project, and

3. Since 2½ to 3 million people in this six-State area are dependent upon this power program which was started by the Congress when it provided funds for the Bull Shoals and Norfork Dams, it is essential that the program be carried forward in accordance with the needs of the people in the region and in the national defense mobilization program.

Therefore, appropriations should be made for the immediate start and accelerated construction of the Table Rock project.

BUDGET ECONOMY DISCUSSED

Senator McCLELLAN. As far as I am concerned, we do not need any argument to justify these projects. I think we are going to need some moral support at least if we get anywhere on this issue of staying within the budget and no new starts.

Now, I do wonder if you think this is of that importance that we are justified in spite of no budget approval to proceed to make an appropriation to get the projected construction. I think that is something we have to get settled.

Mr. SPEIGHT. I can promise you the moral support of the six-State area, this committee which I represent and the 2½ million people that I referred you to. I definitely answer you in the affirmative.

Senator McCLELLAN. I do not want to be misunderstood about it. I think there are many projects that may well be deferred and we are certainly going to have to defer them, but there are other projects of this character, particularly where we are building our economic strength by bringing into being power that is so vital in the event of an all-out crisis, it could not be money wasted. It could not be something that we could necessarily do without if the crisis comes, because we will need it then. We will probably do it in some fashion under emergency conditions.

Mr. SPEIGHT. We made that decision before we asked to appear before you. We definitely feel that it is of great enough importance that we should come to you, as our representatives, and ask you in spite of the fact there has been no consideration apparently by the appropriations committee, to ask you to seriously consider this appropriation.

Senator McCLELLAN. You do not mean the House committee, but you mean the budget estimate?

Mr. SPEIGHT. May I correct my statement. I mean the Budget Bureau.

Senator HAYDEN. I get letters from chambers of commerce in my area, letters inspired by communications that they received from the

United States Chamber of Commerce, from the National Manufacturers Association, from an organization known as the Committee for Constitutional Government, and then another one called the Associated State Chambers of Commerce. What do they ask me to do? They ask me to vote for every cut that the House has made, not to add 1 penny to anything that has been done.

I have one telegram from a locality, by the way, that badly needs some flood control. They put it down in dollars and cents, how many dollars the House had cut out of the eight appropriation bills passed up to now and asked me to insist that not a dollar of that be put back.

Now, when you find pressure coming from great national organizations all over the country, we do need some moral support coming back from the country. We are going to try to do the things that I think are sensible.

Senator McCLELLAN. I think we have to find a way to do selective cutting. I do think there is much that needs to be taken out, but these expenditures of the character of these are not expenditures in the sense that the money is gone. You get value for it. The value you get from increased economic strength.

Senator HAYDEN. If you look at these representations made, you will find that old term "pork barrel" still appearing.

Senator McCLELLAN. They even argue that the National Rivers and Harbors Congress, to which my friend referred to awhile ago, as a great lobbying organization. Well, I came here to lobby. I am still going to continue lobbying for these things that I believe in.

Mr. SPEIGHT. May I add to my testimony that I would like to thank personally the two Congressmen that did appear in our behalf?

STATEMENT OF A. P. WOOD, MANAGER, VALLEY ELECTRIC MEMBERSHIP CORP., NATCHITOCHES, LA., AND SECRETARY, LOUISIANA ELECTRIC COOPERATIVE ASSOCIATION

TABLE ROCK DAM, MO.—POWER PHASE

Senator HAYDEN. Mr. A. P. Wood, manager, Valley Electric Membership Corp.

Mr. WOOD. Mr. Chairman and gentlemen of the committee, my name is A. P. Wood. I am manager of the Valley Electric Membership Corp. at Natchitoches, La. I am also secretary of the State Association of Electric Cooperatives for Louisiana. There are 13 of those.

Since the electric power is so important in the development of an area, the cooperatives of Louisiana are especially interested in the future supply to that area. Twelve power companies, three from Louisiana, are now negotiating or have just about completed the negotiation for wheeling electric power from these dams in Arkansas, Missouri, Oklahoma, and Texas all over that six-State area. Now they are negotiating this contract with the Southwestern Power Administration and if the Southwestern Power Administration does not have any power to deliver, this contract cannot be fulfilled. That is why we are especially interested in it.

Senator HAYDEN. Why are the power companies interested in negotiating a contract with the Southwestern Power Administration?

Mr. WOOD. They need peaking power for their plants.

Senator HAYDEN. It is highly advantageous if they can take that power for certain hours of the day. It saves them building stand-by plants. It will help them and help the Government to firm up and get a better market for the power. It is mutually advantageous to everyone.

Mr. WOOD. It is agreed that Table Rock Dam, which has a planning stage completed already, can be put under construction sooner and will help relieve the predicted power shortage in the not-too-distant future.

For these reasons we of the Louisiana cooperatives want to urge that Table Rock Dam be completed as soon as possible.

I have a resolution from the Louisiana electric cooperatives I will submit for the record.

Senator HAYDEN. It may be placed in the record.

(The material referred to follows:)

STATEMENT OF A. P. WOOD, MANAGER, VALLEY ELECTRIC MEMBERSHIP CORP., AND SECRETARY, LOUISIANA ELECTRIC COOPERATIVE ASSOCIATION

Mr. Chairman and gentlemen of the committee, my name is A. P. Wood. I am manager of Valley Electric Membership Corp., Natchitoches, La., and secretary of Louisiana Electric Cooperative Association, the State association of 13 electric cooperatives in Louisiana.

I have come here in support of Table Rock Dam because of the emergency which exists for our State and the Southwest area. As you know, several dams have already been built in the Southwest, and interconnected with transmission lines authorized by the Congress.

The rural electric cooperatives, the private power companies, and some municipalities had already contracted for all of the power of the existing dams, including five new ones which are coming in this year and next.

Now, I want to emphasize this point. All of this power had already been contracted for as of 1957. In other words, existing contracts would have eaten up all the power that would be there for that area in 1957. Then came this aluminum plant this last winter which is now under construction in Arkadelphia, Ark., which couldn't be located there without taking 150,000 kilowatts of SPA power. So, this is being pulled out of what we had expected in that area. It is being pulled out principally from Bull Shoals Dam. Table Rock Dam is just above Bull Shoals Dam on the White River.

When it became necessary to pull this 150,000 kilowatts of power unexpectedly away from SPA and Bull Shoals Dam, the President immediately designated Table Rock Dam as a defense project. We understood that it would be built immediately in order to make up this difference, but for some reason it doesn't seem to be moving very fast.

Senator Ellender, of this committee, will be particularly interested in the fact that 12 power companies, including the Louisiana Power & Light, Gulf States, and Southwest Gas & Electric, the three big companies, that serve Louisiana, have just about completed negotiations of a contract with Southwestern Power Administration to wheel power from these dams to the rural electric cooperatives and municipalities of Louisiana. However, gentlemen, they can't wheel any power that's not there. Even with Table Rock in, we are going to be short by 1957 or 1958, we are told.

Attached to this statement is a copy of a resolution unanimously passed by our State association at a meeting held in New Orleans, La., on April 10, 1952, urging the Congress to appropriate funds for the construction of Table Rock Dam.

Attachment.

RESOLUTION OF LOUISIANA ELECTRIC COOPERATIVE, INC., APRIL 10, 1952

Whereas the United States Engineers have made a survey of a proposed dam and reservoir at Table Rock, in the southern part of Missouri, and have approved the project for construction, and

Whereas this organization considers the construction of the proposed dam and reservoir as a basic and vital integral part of the development of hydroelectrical power in the southwest area, and

Whereas we further believe that one of the most important means of conservation of exhaustible sources of energy and power is the development of the natural water-power facilities of our Nation, particularly in those areas where the conditions are so highly favorable, such as the Table Rock site; and

Whereas the need for electric power is fast increasing in the area which could be served from the proposed Table Rock Dam, which increase is rapidly exceeding the existing facilities, and

Whereas the actual construction of the Table Rock Dam and Reservoir will require some 4 years for completion: Now, therefore, be it

Resolved, By the board of directors of Louisiana Electric Cooperatives that this organization urge our Congressmen to do everything in their power in order to have the United States Congress approve for prompt construction the said Table Rock Dam and Reservoir project in southern Missouri as already surveyed and approved by the United States Engineers, and that they see that the Congress appropriates the necessary funds for construction: Be it further

Resolved, That our secretary furnish a copy of this resolution to each of our Louisiana Senators and Representatives of the United States Congress.

INITIATION OF CONSTRUCTION

Senator McCLELLAN. I would like to ask General Chorpening, are you ready to start the minute you get the money?

General CHORPENING. Yes, sir; we had finished back as early as 1945 a definite project report on this project. However, in that interval our plans have lapsed a little bit.

Senator McCLELLAN. There will be no appreciable delay on the part of the Engineers due to further plans?

General CHORPENING. No, sir, we can go into construction.

Senator McCLELLAN. You can start construction and modify your plans as you make progress?

General CHORPENING. We have a firm estimate. We have good plans now. We can go.

Senator HAYDEN. Did you include this in your request to the Budget?

General CHORPENING. Yes, sir.

Senator HAYDEN. For how much?

General CHORPENING. Two million dollars.

Senator HAYDEN. What did the Budget do?

General CHORPENING. The Budget allowed $100,000 for further planning.

Senator HAYDEN. If the plans are ready, why do you need money for further planning?

General CHORPENING. What we would use that for is going ahead and making more detailed contract plans.

Senator HAYDEN. Blueprints and specifications to let the contract on?

General CHORPENING. Yes, sir.

Senator HAYDEN. How long will it take you to finish this job?

General CHORPENING. We figure on finishing in 1957. If we got funds this year, we would finish in 1957. I think it provides for first power on the line if we got started this year in the spring of 1957.

Senator HAYDEN. Thank you.

STATEMENT OF EDWIN C. RICE, PRESIDENT, SPRINGFIELD PUBLIC UTILITIES, SPRINGFIELD, MO.

TABLE ROCK DAM, MO., POWER PHASE

Senator HAYDEN. Mr. Rice.

Mr. RICE. Mr. Chairman and Senator McClellan, my name is Edwin C. Rice. I am chairman of the Board of Public Utilities of Springfield, Mo. I also would like to have the privilege of introducing another member of the board who is with me, Mr. Carter.

This board of public utilities is vested with the authority under the statute to operate these utilities for the city. It is their duty to operate them for their benefit. Of course we attempt to do that.

The board is composed of six businessmen elected by the council. Of course none of the businessmen knew anything about the utility business when it was purchased in 1945, but in that interim we have studied the problem. We have just returned from Seattle—a power convention out there. We went to Chattanooga last year. We are giving a lot of time to this project without pay. We serve without pay. It happens that we bought an old plant and we have to serve about 90,000 people. That includes some people outside of the city who were served by the private utility before the city bought it.

Since 1945 we have had such a tremendous increase in demand that we have hardly been able to give everybody power at 110 volts. The system was run down and it has been a tremendous problem.

It is our duty to advise the people about these things and we do frequently, but when we bought it in 1945, the peak demand was 18,000 and today it is 29,000.

May I take up just a little of your time to mention three other things? The Lily Cup Co. has completed a new building in our town, a thousand feet long. If you drive along Highway No. 65 you will be amazed at the size of the thing. They will be in production this fall. They make paper cups. This factory when it is going this fall they say will have a demand of 5,000 kilowatts on top of our 29,000.

The St. Johns Hospital will be completed this fall, a $7½ million hospital with a demand of 1,500.

We have the Kraft Cheese Co. that will have a peak demand of 3,500. We are swamped.

Now at present we are, of course, buying this power that we cannot produce in our own plant. We can make about 18,000 kilowatts from the private power company over at Joplin, the Empire District & Electric Co. which has a plant about 80 miles west of Springfield, and we are buying it we think at a terrifically high price, over nine mills, for our power last year.

I should mention how we take care of the city administration. We are not politicians, but we realize when the city buys a utility that has been paying a lot of taxes they should continue to get some money from that utility. We fought it out the hard way. We finally came to an agreement that we would ask the legislature to pass a statute which would set down the amount which the city should get, a percentage of the gross receipts. That last year in cash amounted to $150,000.

We furnished street lights and lights to all. It does not cost the city anything. The whole thing ran to a total of over $200,000 last year. The most we ever got was $100,000.

We signed a contract with SPA 4 years ago, hoping that we would be able to eventually get our needs for this extra power from them. We, of course, have a term contract with Empire with rights in it and we can eventually reduce it, but the hope of the citizens of Springfield is that we can get the power from the Southwestern Power Administration. We are depending upon it.

The Table Rock Dam site is a little less than 50 miles south of our town. As these other gentlemen have said, we think it is a vital part of the development of this area as far as production of electricity is concerned. It will, of course, furnish Springfield and all the REA's in that area.

I earnestly believe that the construction of this dam will be of material benefit to that area. We hope that this thing will not be delayed much longer.

Now I have a statement that I would like to leave with you. I should say we are representing the river project committee of the Chamber of Commerce of Springfield that has been studying this thing for 25 years. They have had a Table Rock group in their studying for 25 years, and they are very anxious to see this dam started.

I want to leave that table with you.

Senator HAYDEN. You may do so.

(The material referred to follows:)

STATEMENT OF BOARD OF PUBLIC UTILITIES OF CITY OF SPRINGFIELD, MO., IN SUPPORT OF APPROPRIATION FOR CONSTRUCTION OF TABLE ROCK DAM

Mr. Chairman, I am Edwin C. Rice, of Springfield, Mo. I am president of the Board of Public Utilities of the city of Springfield, Mo., and I am making this statement on behalf of that board, which is composed of six businessmen appointed by the city council who serve without compensation.

The Board of Public Utilities is vested with the power, and charged with the duty, of operating the municipally owned electric, gas, steam heating, and bus transportation utilities which serve the city of Springfield and the suburban territory adjacent thereto, having a population in excess of 80,000 persons.

The municipally owned electric system has experienced a continuous and rapid growth since it was purchased by the city in March 1945. During that period of approximately 7 years, the number of customers served by the electric system has increased from 22,148 in 1945 to 30,003 at the present time. The peak system demand has risen from 18,100 kilowatts in 1945 to 29,790 kilowatts, an increase of approximately 65 percent.

The members of the Board of Public Utilities are proud of the growth and progress of the municipally owned utility properties in Springfield. These utility properties were purchased in March 1945 by proceeds derived from sale of revenue bonds in the aggregate principal amount of $6,200,000. Since that time, our bonded indebtedness for these utility properties has been reduced to $4,200,000, our municipal utilities now have assets in excess of $14,000,000, and the city of Springfield already has an equity of $9,800,000 in these valuable and important properties.

This growth and progress has not been at the expense of other departments of our city government. For, since 1945, our municipal utilities have paid almost $800,000 into the general revenue fund of the city of Springfield, have furnished free services to the city worth more than $350,000, and have spent $130,000 on white way and street-lighting systems. During the same period, customers of our municipal electric and gas systems have saved more than $2,774,931 by reduced electric and gas rates. Thus, our municipal utilities have, we believe, contributed much to the growth and progress of our city generally.

From the foregoing, it will be seen that our municipal utilities in Springfield have had a continuous and rapid growth. We are satisfied that we will continue to experience the same growth and development in the future which, of course, will result in increasing demands upon our electric system. To supply the electric energy and power needed for the city's electric system, our Board of Public Utilities has no generating capacity or source, other than a steam-power plant which has a firm generating capacity of 12,000 kilowatts. The remainder of the city's power requirements are now obtained by purchase from Empire District Electric Co., a private utility, over high-voltage transmission lines.

Our Board of Public Utilities has a wholesale power contract with Southwestern Power Administration under which Springfield will receive 10,000 kilowatts when such power can be made available upon completion of Bull Shoals Dam in the White River Basin and the high-voltage transmission lines needed to deliver power from Bull Shoals to Springfield. However, if the load upon the municipal electric system in Springfield continues to increase in the future, as it has in the past, it will not be many years before the city of Springfield will need additional power; and, under present conditions and circumstances, our Board of Public Utilities would look to Southwestern Power Administration for such service.

We are informed by representatives of Southwestern Power Administration, who are, no doubt, in the best position to know of the demands upon that agency, that SPA anticipates that, with normal load growth in our area, there will be a power deficiency by 1958. If this condition is likely to develop, obviously steps should be taken at an early date to provide additional generating capacity, since several years are required to construct and place in operation dams and hydro-electric generating facilities.

The site of Table Rock Dam is less than 50 miles south of Springfield. The power generated at this dam undoubtedly would be of substantial assistance in supplying additional power which will be needed for normal growth not only by our municipal electric system in Springfield but also by rural electric cooperatives and other municipal electric systems in our trade territory and area as well as throughout the State of Missouri.

We are making this statement in order that you may know of the interest of our city in the construction of Table Rock Dam, and for the purpose of adding our recommendation that funds be appropriated to begin construction of this project, which we understand to have been authorized by the Congress in 1941. It is our earnest belief that construction of Table Rock Dam would afford material benefit to our area, and we are hopeful that construction will not be longer delayed.

Respectfully submitted.

BOARD OF PUBLIC UTILITIES OF CITY OF SPRINGFIELD, MO.
By EDWIN C. RICE, *President*.

STATEMENT OF RIVER PROJECTS COMMITTEE, SPRINGFIELD, MO., CHAMBER OF COMMERCE

Nearly a quarter of a century ago our chamber of commerce was contacted by the leading citizens and county officials of Taney, Stone, and Barry Counties, and requested to aid them in their presentation of Table Rock Dam as a needed and economically feasible enterprise. Under the able leadership of the late John T. Woodruff the river projects committee was created and its work has been continued through the years.

In the beginning, our negotiations were with a privately owned public utility which had been granted a license for the construction of a dam on the White River. The financial debacle of 1929 automatically eliminated the Doherty Co. and, after their license was canceled, our dealings have been with the Corps of Engineers.

Realizing the need for flood control and visualizing the potentialities that go along with the development of power, our organization has worked zealously for Norfolk, Bull Shoals, and Table Rock. Paramount always has been the needs of rural electrification.

Ours is a food-producing area above everything else and our best production comes from those sections that enjoy the benefits of electricity. Certain it is that rural life must be provided with the conveniences that will tend to make living in the country easier and more profitable.

Forecasts of power needs 2 years, 5 years, and 10 years hence, should convince any impartial observer that we must create more sources of power. Table Rock possesses all qualifications for a successful operation. It has met every test, and passed.

Our group has listened to every gripe and threat of the privately owned companies and we have concluded—as will anyone who goes into it thoroughly—that there is enough business for all. A study of the balance sheets of the concerns who are most vocal reveals that after taxes and lush expenses, they still have enough left over for adequate dividends.

We vividly recall the years when the privately owned companies in this area loudly proclaimed that there was no scarcity of power and never would be in the foreseeable future. Subsequent events made that claim look ridiculous. In that era the existing companies maintained there was no need for the dams.

Later they changed their attitude entirely—they said that the dams were needed but that all of the energy therefrom should be sold to them. Currently they seek interchange agreements with SPA and there is some sense to that.

To keep pace with the expansion of this section of the Nation and flood-control and power-development features of Table Rock are needed and we respectfully request those in authority to lend every effort to effectuate an appropriation for the start of construction now.

SPRINGFIELD, MO., CHAMBER OF COMMERCE
RIVER PROJECTS COMMITTEE,
L. E. MEADOR, *Chairman.*

DEPARTMENT OF THE INTERIOR SUPPORTS TABLE ROCK DAM

Senator MCCLELLAN. Do we have a representative here of the Department of Interior?

Senator HAYDEN. Dr. Blalock.

Senator MCCLELLAN. I remember, Dr. Blalock, when we were having conferences that the Department of Interior expressed its interest in the construction of this project.

Dr. BLALOCK. Exactly so, sir.

Senator MCCLELLAN. I do not know if you are testifying or not, but I would like to have that in the record that the Department is anxious for this project to be constructed.

Senator HAYDEN. What is the status, for the record? The Southwestern Power Administration, I assume is anxious to see the dam built?

Dr. BLALOCK. The Department of the Interior and the Southwestern Power Administration are very anxious to see the project go forward, more especially since we entered into the aluminum contract which has taken such a large block of our power and we are going to need this power very very badly. Since it will take a period of 4 or 5 years to bring it in and since our load has grown so rapidly, we desperately will be needing this power at the very earliest moment this project can be completed.

Senator MCCLELLAN. I am trying to get it on a higher level. I want the Secretary to say so.

Dr. BLALOCK. If it will help, we will ask the Secretary to come over.

Senator MCCLELLAN. Will you remind him of that?

Dr. BLALOCK. I am sure he will be happy to submit a statement for the record.

Senator MCCLELLAN. If it is all all right with the Chair, I would like him to do it.

Senator HAYDEN. Will you ask him to do that, and it will be included in the record at this point.

Dr. BLALOCK. Yes.

(The statement of the Secretary of the Interior appears on p. 1447.)

Senator HAYDEN. Mr. Parnell.

STATEMENT OF MR. BEN PARNELL, BRANSON, MO., REPRESENTING THE CITIZENS OF THE AFFECTED AREA

TABLE ROCK DAM, MO.—POWER PHASE

Mr. PARNELL. My name is Ben Parnell. I am a businessman in Branson. I have a statement to submit for the record. It covers some points that have already been mentioned.

(The material referred to follows:)

STATEMENT OF J. C. ALEXANDER AND BEN A. PARNELL, BRANSON, MO.

Mr. Chairman and gentlemen of the committee, we, representing the citizens of the Branson area, wish to bring to your attention the following information relative to the early construction of Table Rock Dam.

Presently, we are particularly interested in seeing Table Rock Dam built for the following reasons:

(1) We are still experiencing a rapid growth, both in number of consumers served and in kilowatt-hour usage. In this southwest area during the past 5 years the consumption of electricity has doubled and reasonable estimates indicate a duplication of this in the next 5 years. No doubt this enormous growth is being accentuated by the higher farm production which is being demanded of our farm members to aid in the defense program.

(2) We think it not improbable that eventually we may receive much needed lower cost electric power through the facilities of the Southwestern Power Administration. In fact, we have tentative assurances to that effect. But recent developments advise owing to Government defense needs it will extend SPA to comply with its commitment to us, if the Government's requirements for production of critical war materials in Arkansas shall be supplied. Our relief must come from additional installations of multiple-purpose dams such as Table Rock.

(3) The inhabitants of the White River Valley watershed are directly affected by the devastating floods which occur nearly annually. White River and all the people of Missouri and Arkansas are indirectly affected by these floods.

(4) The construction of Table Rock Dam is designed primarily to control the flood problem on the White River. Its construction will also go far to relieve this vital shortage of power so badly needed throughout rural Missouri, Oklahoma, Kansas, Arkansas, Louisiana, and Texas. Preliminary studies are nearing completion on the Table Rock project which indicate that when the Table Rock Dam is in operation it will add to the actual generating capacity of Bull Shoals Dam, now nearing completion, 13,400 kilowatts, greatly increasing the generating potential of Bull Shoals Dam. Table Rock, itself, when completed will add to the power pool 39,500 kilowatts. Table Rock Dam will increase the generating capacity of Ozark Beach Dam, privately owned by Empire District Power & Light Co., by 10,500 kilowatts.

(5) The need for Table Rock Dam has been full recognized for the past two decades and has actually been in the Government program relative to flood control and power potential on the White River so that all private interests were actually banned from construction of the dam. The dam itself has had the approval of the Congress since 1941—thus indicating that there is no question as to its economic feasibility, both from the standpoint of power generation and flood control. The returns from the appropriations, which have been spent for the construction of Bull Shoals Reservoir, and the preliminary surveys and studies on Table Rock Dam will not, and cannot, be fully realized until Table Rock Dam itself comes into being.

(6) Contrary to the situation existing in other similar projects, there is practically complete unanimity of opinion among our local citizens favoring this project. We know of no local opposition to this dam.

The President has designated Table Rock as a defense measure; therefore, we urge you to use your efforts to secure an appropriation for its immediate construction.

J. C. ALEXANDER,
Postmaster, Branson, Mo.
BEN A. PARNELL,
Vice President, Peoples Bank of Branson, Branson, Mo.

NO OPPOSITION TO TABLE ROCK DAM

Mr. PARNELL. The one point I do not believe has been mentioned, I realize that you gentlemen have received probably a considerable amount of mail at various times in opposition to these dams and local people opposing these dams.

Senator MCCLELLAN. I do not know of any opposing this.

Mr. PARNELL. I do not know of a single local interest or local person in the immediate area of Branson who is opposed to the building of Table Rock Dam.

Senator HAYDEN. What you say is true, that it is invariable that there will be someone in the area to be covered by backwater of the dam who does not want to move. In most areas there is some human habitation, something that has to be handled in that way, and they always suggest that they would like to see the dam built but built in another place. That problem has to be solved. I am glad to hear you say there is nothing of that kind here.

Mr. PARNELL. One point that I might mention that is pertinent to your remark is that there has been talk of building Table Rock Dam for 25 years. During that time the few farms that will be covered have delayed making improvements of a permanent nature from year to year with the idea that very soon Table Rock will be constructed, there is no use putting fertilizer on, there is no use painting the barn. We do feel that it is essential that action be taken as soon as possible.

Senator MCCLELLAN. There might be some isolated instance of some farmer living up there in the area that will be inundated that of course will not be too happy about it. I have not heard of that. I know all the power companies apparently are just as anxious to have this dam constructed as the co-ops.

Mr. PARNELL. During the past few years at various times I along with most of the other able-bodied men and all the trucks we can gather have gone down to the river front to move out the tourist camps and the businesses that are located along the river front and we have gone back down in another week or 10 days and helped to move them back in and help sweep the mud out and it certainly will be a blessing and we do feel that this Table Rock Dam will help a great deal in this problem.

Thank you very much.

Senator HAYDEN. Mr. Helm.

STATEMENT OF JULIUS HELM, EXECUTIVE MANAGER, MISSOURI STATE RURAL ELECTRIFICATION ASSOCIATION, JEFFERSON CITY, MO.

TABLE ROCK DAM, MO.—POWER PHASE

Mr. HELM. Mr. Chairman, I am Julius Helm, the executive manager of the Missouri State Rural Electrification Association, which is an association of 42 REA distribution cooperatives and 6 generation and transmission cooperatives serving around 214,000 rural consumers.

I have been authorized by my board of directors to appear before the committee in support of Table Rock project. Since practically everything that I would like to have said has been said, I think I can save you a lot of time. However, I would like to elaborate just a

little on that question, Senator, of moral support. I think I can assure you that in Missouri that we can muster a tremendous amount of moral support over the entire State for this project.

This coming Friday, May 23, we are having a State-wide meeting. I am sure I can get resolution after resolution that are authentic, that are written by the senders, not dictated by anyone, that will support the project.

I am sure we can get a tremendous amount of support over the entire State from the various municipals. In fact, I would like to ask you, Mr. Chairman, permission to insert in the record a statement from the Missouri Municipal Association, which is over in my hotel room, I forgot to bring it over. So I would like to have the privilege to send that in.

Senator HAYDEN. That may be done.

(The material referred to follows:)

STATEMENT CONCERNING CONSTRUCTION OF THE TABLE ROCK DAM

Mr. Chairman and gentlemen of the committee, my name is Jerome C. Berryman. I live in Poplar Bluff, Mo., and I am manager of the municipal electric and water systems operating under the board of public works, Poplar Bluff, Mo. Also, I am immediate past president of the Missouri Association of Municipal Utilities.

I have been designated as official representative of the Missouri Association of Municipal Utilities, and I am making this statement in line with the recommendations of the State association concerning the construction of the Table Rock Dam located in southwest Missouri approximately 10 miles north of the Arkansas line. We find that the Table Rock Dam was authorized by Congress in 1941 providing for power as well as flood control and with an initial installed capacity of 84,000 kilowatts.

The municipal electric organizations throughout Missouri are in need of low-cost power for the development of their systems and for continued service to their communities. My own town of Poplar Bluff has a contract with the Southwestern Power Administration of the Interior Department which will depend upon the continued development of the power facilities of the Southwest.

At an executive committee meeting of the Missouri Association of Municipal Utilities held at St. Louis, Mo., April 6, 1952, it was moved that every effort should be made to secure immediate action concerning the Table Rock Dam and that this project should be the first to receive consideration of the Congress.

Since it requires from 3 to 6 years to place a dam of this type in operation, I earnestly solicit both for my local community and for the Missouri Association of Municipal Utilities that your committee favorably recommend the necessary appropriations for the construction of Table Rock Dam.

JEROME C. BERRYMAN,
President, Missouri Association of Municipal Utilities.

BUDGET ECONOMY PRESSURE

Senator MCCLELLAN. What I would like to see is a little more backward pressure put on some of these national organizations that cry economy all the time and pass the word out to lo al organizations that we must cut and cut regardless, that a dollar is a dollar, it did not make any difference for what purpose it is applied and anything that the House has done in the way of reduction or denial of appropriation the Senate should approve. If you should just pass it back to the Chamber of Commerce of the United States and the National Manufacturers Association, I would like to see that, too.

Mr. HELM. I had the pleasure of attending a State chamber of commerce meeting just a few weeks ago when they were dwelling on that same thing. When it came down to specific items to cut there was a

lot of disagreement. So they just wanted to send in a lot of resolutions to cut everything. So I do not believe we would get very much opposition to the Table Rock project from the various chambers of commerce. There may be a few individuals for various and sundry reasons that may oppose it.

Now, since Mr. Speight has given you considerable statistical data and in the interest of brevity to get through with the hearings, I would like to emphasize just three or four things in order to get it in the record. I would like to reiterate that the association I represent wholeheartedly supports this project and also I would like to say that they have all of the statistical information that you heard from Mr. Speight, because I have taken it upon myself to give the same information in a State-wide meeting in detail and I am sure they understand it. I am sure they are not supporting something they don't know anything about.

CRITICAL POWER SHORTAGE

Number 2, I would like to emphasize that unless additional hydroelectric projects are started, particularly this Table Rock Dam project, almost immediately in the Southwest area, there is every indication that by 1958 there is going to be a real critical power shortage.

I would like to cite an example. Just recently we conducted in the State office a survey which revealed the average monthly kilowatt-hour consumption of the farmer members, not industrial users but farmer members, and in 1941 it was 65 kilowatt-hours per month. In 1950, with the same farmers, the average kilowatt-hour consumption per month was 241, or in a 10-year period this was a 270-percent gain.

I think more alarming than this natural load growth is the question that has been raised here two or three times and that is the loss of a large block of power to the aluminum industry. The 150,000 kilowatts which Southwestern Power Administration has committed to the aluminum industry is equivalent, almost equivalent, to the initial or installed output of Bull Shoals Dam. We were depending very strongly on—and I say "we," the co-ops in the Southwest area—on that 150,000 kilowatts, and of course now it is gone.

I would like to emphasize the third point that unless all sources of low-cost wholesale power is made available to the Southwest area, there is not going to be any incentive or opportunity for industrial development in the area.

Senator McCLELLAN. At that point, if we carry on this program and get it accelerated and build these dams that have already been approved and authorized, that along with the other developments that I think would naturally come from the private power industry should be adequate to meet those needs down there.

Mr. HELM. Another thing I would like to emphasize, from an economical viewpoint the Table Rock project is the most feasible project in the United States since the construction of the project will not require a large investment in transmission lines by the Southwestern Power Administration. So as Congressman Short indicated and also Congressman Trimble, I think it is one of the most feasible projects that we know anything about. I want to reiterate, gentlemen, that if it is moral support you want, we can get it.

(The statement of Mr. Helm follows:)

STATEMENT OF JULIUS HELM, EXECUTIVE MANAGER, MISSOURI STATE RURAL ELECTRIFICATION ASSOCIATION

Mr. Chairman and gentlemen of the committee, I am Julius Helm, executive manager of the Missouri State Rural Electrification Association, which is an association of 42 REA distribution cooperatives and 6 generation and transmission cooperatives, serving over 214,000 rural consumers. I have been authorized by my board of directors to appear before this committee in support of the Table Rock Reservoir project.

Inasmuch as considerable statistical and other informational data is being made available to the committee by other witnesses, I am omitting from this statement all such data. However, I do want to point out that my board of directors and all of the officials of the REA cooperatives in Missouri are thoroughly familiar with all factors involved and are very much alarmed about the critical power situation which is rapidly approaching in Missouri and the entire Southwest area. Any statistical data or other information which may be helpful to the committee will gladly be furnished upon request.

Summarizing, Mr. Chairman, I should like to impress upon the Committee:

(1) That the Missouri State Rural Electrification Association, consisting of 47 REA cooperatives representing over 200,000 rural families urgently requests this committee to approve the necessary funds to start work immediately on the Table Rock project.

(2) That unless additional hydroelectric projects, particularly Table Rock Dam, are started almost immediately in the Southwest area, there is every indication that by 1958 the entire Southwest area is certain to be confronted with a critical power shortage. For example, a recent survey conducted by our State office revealed that the average monthly kilowatt-hours consumption of farmer members (not industrial users) in 1941 was 65 kilowatt-hours, while in 1950 these same farmers averaged 241 kilowatt-hours per month or a gain of 270 percent over a 10-year period. More alarming than the rapid load growth at this particular time, however, is the recent loss of a large block of power which the co-ops in the Southwest area were depending upon. I am referring to the 150,000-kilowatt aluminum load that SPA contracted to a large aluminum company. This load is almost the equivalent of the installed capacity of the Bull Shoals Dam.

3. That unless additional sources of low-cost wholesale power is made available in the Southwest there will be no incentive or opportunity for industrial development in the area.

(4) That from an economical viewpoint the Table Rock project is probably one of the most feasible in the United States since the construction of this project will not require a large investment in the transmission system of the Southwestern Power Administration, as the system now under construction by this agency was planned for disposing of the power from Norfork, Bull Shoals, and Table Rock Dams, based upon the action of Congress in 1941 authorizing the Bull Shoals and Table Rock projects.

Based upon the factual statements enumerated above, we earnestly hope, Mr. Chairman, that this committee will take the necessary action which will lead to immediate construction of the Table Rock project.

Senator HAYDEN. Let me state that the Senate has agreed to vote at 4.30 on a substitute for the immigration bill pending, so that leaves you 10 minutes. There are two witnesses left, Clyde T. Ellis and Angus McDonald. How are you going to divide up that time?

Mr. ELLIS. I will give him 5.

Senator HAYDEN. You can have 5, and then we will have to go.

STATEMENT OF CLYDE T. ELLIS, EXECUTIVE MANAGER, NATIONAL RURAL ELECTRIC COOPERATIVE ASSOCIATION, WASHINGTON, D. C.

CONSTRUCTION AND PLANNING FUNDS

Mr. ELLIS. For the record, my name is Clyde Ellis, executive manager, National Rural Electric Cooperative Association, Washington, D. C., representing 3 million farm families in 42 States and Alaska.

Our power-supply situation Nation-wide continues to be rather serious, with 19 percent of our rural electric system stating that today they do not have adequate electric power, and with 21 percent saying they do not have enough in sight.

We have listed here several dams that are in the budget request for funds. I shall not in this oral statement attempt to mention any but five of them.

ICE HARBOR DAM, WASH.-OREG.

Ice Harbor Dam, in the Northwest, is very much needed, we think, for the power supply that it will provide in the Bonneville system. As you know, it is near the atomic-bomb plant, in whose locality loads have increased 600 percent in 12 years, and about a 40-percent additional increase is expected in the next couple of years.

Senator McCLELLAN. Are those you are mentioning in the budget?

THE DALLES DAM, OREG., AND GAVIN'S POINT, MO.

Mr. ELLIS. Yes, sir; but they were cut out by the House. Ice Harbor was cut out. I want to mention The Dalles, which is under construction on the Columbia. It was cut out, even though it is under construction. We have much need for the power that it, too, will provide. I want to mention the Gavin's Point Dam, on the Missouri, which is under construction but which was cut out by the House committee, and which we very much need.

Some of our people came in from Nebraska last year and testified about the need of the power that it would provide. I want to mention the Table Rock Dam, because we think that in the whole country there is not one that is more needed than Table Rock.

Now, I believe this is a correct statement, but I may be in error about it. When many of us worked on it—I did not have much to do with it—in trying to work out the location of the aluminum plant in Arkansas, I believe there was an understanding in the group that if this 150,000 kilowatts of power were taken from SPA for the aluminum plant, then an effort would be made to put Table Rock in construction as quickly as possible.

Senator McCLELLAN. That is the understanding. That is why I inquired of the Department of the Interior awhile ago. I know the Secretary is favorable to it. That is why I want his endorsement in the record.

TABLE ROCK DAM, MO.

Mr. ELLIS. Thank you very much Senator. Do you think I am correct in stating that there is a moral obligation on the part of the Government to accelerate Table Rock, and build it now to replace that power that was taken away?

Senator McCLELLAN. There is in this sense that that area that has been relying on this particular power from Bull Shoals now has been denied that power. To that extent that constitutes a moral obligation that exists.

POWER MARKETING

Mr. ELLIS. We had contracted for power from Bull Shoals. Now that it has been taken away from us, we would like to see Table Rock accelerated.

We are also interested in the Hartwell Dam which was cut out which is above the Clarks Hill Dam, which is near the hydrogen-bomb plant in the Southeast. The power supply situation is tight there, and we hope you can see your way clear to begin the Hartwell Dam.

Senator HAYDEN. Your 5 minutes is just about up.

Mr. ELLIS. Thank you, Senator.

May I in addition to my statement for the record give you a couple of resolutions which our national association passed?

Senator HAYDEN. They will be included.

(The material referred to follows:)

STATEMENT OF CLYDE T. ELLIS, EXECUTIVE MANAGER, NATIONAL RURAL ELECTRIC COOPERATIVE ASSOCIATION

Mr. Chairman and gentlemen of the committee, my name is Clyde T. Ellis. I am executive manager of the National Rural Electric Cooperative Association, the service organization of the rural electric systems of the United States and Alaska. Our membership comprises 863 of these systems serving approximately 3 million farm families and rural establishments with central-station electric service in 42 States and Alaska.

In offering this testimony to the committee, my purpose is to urge restoration of certain fiscal 1953 budget items approved by the Bureau of the Budget for the Department of the Army for the construction and planning of river-and-harbor and flood-control projects which include facilities for the generation of electric power and to request one item which is not in the budget. As you know, the House of Representatives concurred in the action of its Appropriations Committee which drastically reduced funds for these projects below estimates already cut by the Bureau of the Budget.

Representatives of the rural electric systems throughout the country have not often appeared before this committee for the purpose of stating their interest in these projects. But the rural electrics have now gone on record by resolution as supporting the development of all the feasible hydroelectric potential of our country's rivers. For your information we have attached a copy of the NRECA resolutions covering development of the Nation's hydroelectric capacity. These resolutions were unanimously passed at the NRECA 1952 annual meeting in Chicago.

The present interest of our people in the construction of these power-producing dams arises principally from the existence of a general shortage of electric power, but also because the rates are so high in many areas. You see, the rural electric systems purchase at wholesale over 80 percent of the power they use. Our supplies of electrical energy are dangerously low, and running out in many areas, and demand is still going up.

The United States, as you know, is attempting to achieve a new record in farm output this year. The agricultural production goals for 1952 are set 4 to 6 percent higher than the high 1951 level. If the crop- and livestock-production levels presently anticipated for 1952 are reached, farm output will be 50 percent higher than the 1935–39 average. This means not only food, but raw materials for defense industry, such as cotton and wool.

This is only indicative of what we may continue to expect, for our population is growing at the rate of 2½ million per year.

Our food-production goals must be met whatever they are. We understand them to be vital to our program for the peaceful settlement of the present world crisis, both in the aspect of providing necessary defense for ourselves, and in providing the raw materials which we hope will enable our allies to provide the same for themselves. In attempting to increase production, farmers are faced with a tremendous manpower replacement problem. Workers are being drained to fill the ranks of the armed services, and are leaving the rural areas to accept

less arduous and more lucrative jobs in industrial centers. It is estimated there will be a third of a million fewer farm workers this year than last. The national population increase must be fed and clothed. And fewer farm workers must supply the extra food and fiber.

In short, we are asking for ever higher farm production with a continuously decreasing agricultural-labor pool. This has been said many times before, but just stop and think, gentlemen, what does any major industry do when a production speed-up is contemplated? It does two things. More machinery is put on the line, and more men are employed. The farmer must achieve similar results, but without being able to increase his manpower. The answer to the problem is obviously more mechanization and electrification in the field, in the barn, and even in the farm house. On the average, a small one-fourth-horsepower electric motor on the farm will do the work of approximately two men in the same time. We have a Nation-wide campaign on at the request of our Government to show our farm people how they can use more electric power to replace farm labor and otherwise increase production, but we are handicapped by the power-supply situation.

Where is the additional electric power to come from? For many years, rural people have been predicting the electric power shortages that today face the whole Nation, and have been urging the development of realistic generating capacities—large enough to meet loads—by private utilities and Government agencies. Their efforts in this direction have met with vigorous and loud protests that such shorages did not and would not exist, and that reserve generating capacity was sufficient to meet all the demands of industry and agriculture.

Now the chips are down and we do not have enough electric power. I need quote only one paragraph from the report on electric power made recently by the Joint Committee on Defense Production of this Congress:

"All sources agree that the present supply of electric power cannot be relied upon as adequate to meet defense and civilian needs over the next 3 years."

I might add that "all sources" include private utilities, the Federal Power Commission, the Defense Electric Power Administration, and the rural electric cooperatives.

To give you an idea of how much electric power our co-ops and rural power districts are usings, we paid out last year for wholesale power $61,505,793. We paid most of that to the commercial power companies. And we are serving only a little more than half of all the farmers now receiving central-station electric service. Furthermore, nearly a million farmers still without electricity are awaiting service.

Our rural electric systems are very concerned over this power situation, both because they realize, as good citizens, that it may seriously retard the defense effort, and because it may mean that many of our systems will not be able to purchase sufficient wholesale power and energy to meet the bigger loads each farmer is going to connect in an effort to raise his farm output. These shortages are already affecting some of the rural systems as indicated in returns from the annual survey conducted by this association as of January 1 each year. Nineteen percent of our systems report that their present wholesale power supplies are inadequate, and 21 percent report there is insufficient power and energy in sight for their anticipated load growth. We expect this situation to get worse. One reason is that our loads on farms already served are, and have been for several years, growing at the rate of about 20 percent a year. Our rural farm loads nationally are doubling every 4 years, and the line on the chart is not leveling off.

The loads of the commercial power companies are, and have been for several years, doubling at the rate of once in 7½ to 10 years. The whole electric power supply in America must be doubled every 10 years or less. No other major American industry is growing anything like that rapidly.

We feel that this committee is in a position to help materially the efforts being made to alleviate the electric-power shortages that are anticipated during the next few years. Included in budget items for flood-control and river-and-harbor development by the Corps of Engineers are funds for the construction of some 8,348,200 kilowatts of electric generating capacity at multiple-purpose dams throughout the country. The following is a list of these projects for which construction funds are being asked this year, together with the installed capacity of each project and the amount of money allowed for each project by the House of Representatives.

Project	Generation capacity	State	Requested by Bureau of the Budget	Allowed by House
	Kilowatts			
Jim Woodruff Dam	30,000	Florida	$11,330,000	$11,000,000
Old Hickory Dam	100,800	Tennessee	16,000,000	8,000,000
The Dalles Dam	1,092,000	Washington-Oregon	37,500,000	0
McNary Dam	980,000	do	66,000,000	60,000,000
Chief Joseph Dam	1,536,000	Washington	25,300,000	11,500,000
Ice Harbor Dam	1,761,000	do	5,000,000	0
Blakely Mountain Dam	75,000	Arkansas	6,600,000	6,000,000
Bull Shoals Dam	320,000	do	1,400,000	1,000,000
Clark Hill Dam	280,000	South Carolina-Georgia	4,100,000	4,100,000
Albeni Falls Dam	42,600	Idaho	8,100,000	6,000,000
Gavins Point Dam	100,000	South Dakota-Nebraska	13,000,000	
John Kerr (Buggs Island) Dam	204,000	Virginia	6,840,000	6,000,000
Garrison Dam	400,000	North Dakota	34,000,000	30,000,000
Fort Gibson Dam	67,500	Oklahoma	525,000	525,000
Tenkiller Ferry Dam	34,000	do	2,250,000	2,000,000
Detroit Dam	118,000	Oregon	10,800,000	10,000,000
Lookout Point Dam	115,000	do	17,250,000	16,000,000
Fort Randall Dam	320,000	South Dakota	37,500,000	30,000,000
Oahe Dam	425,000	do	3,500,000	700,000
Dale Hollow Dam	54,000	Tennessee	1,491,000	1,491,000
Whitney Dam	30,000	Texas	175,000	175,000
Buford Dam	86,000	Georgia	3,000,000	3,000,000
Hartwell Dam	177,300	South Carolina-Georgia	4,000,000	
Total	8,348,200		315,561,000	207,491,000

I should like to call the particular attention of the subcommittee to the totals under each column of the above tabulation. You will notice that some 8,348,000 kilowatts of electric generating capacity is involved in this bill. In order to indicate just what this means, I would point out that latest FPC statistics indicate that the total installed capacity of all operating Federal power projects and private utility companies is about 76.3 million kilowatts. So the generating capacity scheduled for construction in this bill would eventually add approximately 11 percent to our electric capacity based on current figures. If we had that much more capacity right now, more areas might have adequate sources of power. Other areas might be able to show some reserve for anticipated load growth. It seems to me that a sufficiency of electric power is desirable at all times. Certainly in times of national emergency it is essential. You can't make anything without power to turn the machines. You can't even make the machines that turn.

Yet what do we find in the other columns of the tabulation? Of the $315,561,000 which was requested for these projects by the Bureau of the Budget, the House of Representatives allowed $207,491,000. This, gentlemen, is a cut of about 34 percent in a program that, in our opinion, is as vital to the preservation of this country as any in the entire Federal budget for fiscal 1953.

Only two of these dams, Ice Harbor in Washington and Hartwell on the Georgia-South Carolina border, are new starts. Of the $9 million asked to get these projects started, there is now not 1 cent in the budget—all deleted by the House committee. These two projects, as I stated, are new starts, but I know you are fully aware that they are not the only projects for which funds were completely denied. The Dalles Dam in the Northwest, and Gavins Point Dam in South Dakota, both of which are already under construction, suffered the same ax treatment. The House committee completely eliminated all funds for the continuation of construction.

I do not wish to burden the committee with a review of the reasons given by the House committee for completely deleting all of these items. Indeed I am not enough of an expert to adequately review them. However, I would like to point out that at least some of the facts presented in the House committee report as reasons for deleting these items are in dispute. For instance, in denying all funds for construction of Ice Harbor Dam, the House committee report states that: "The committee will not give further consideration to this project until it is shown that (1) the project will not have an irreparable effect on the fish runs. * * *"

We understand that actually there are appreciable differences of opinion on whether or not the construction of this project would do irreparable damage to the fish. It is our information that the House Appropriations Committee was

informed by an expert that there is no final information available with which to determine the ultimate effect on the fisheries of Ice Harbor and other Snake River Dams. We understand that the House committee was also told that there is no question that species as such are not in danger of extinction from the project.

On the positive side, Ice Harbor Dam is planned, of course, as an addition to the Bonneville generation system, a badly needed addition as you all know. But Ice Harbor in particular is important because it lies within a very few miles of the Hanford atomic energy installation. This plant requires uninterrupted electric energy for its operation. The electrical energy demands of the Hanford plant and surrounding area have increased 628 percent over the 1940–50 period, and an additional 44 percent increase is expected by 1954. The problem of maintaining the extra order of reliability of service to Hanford over an already overloaded transmission system is becoming continually greater, because of the lack of generation capacity close to the load. Ice Harbor Dam, just 36 miles from Hanford, is ideally suited to meet the requirements. Two hundred and three thousand kilowatts of firm power could be made available from the project with the possibility of getting 299,000 kilowatts during major emergencies. The Bonneville system is operating at about the limit of its ability now, and its loads are growing at a phenomenal rate. Ice Harbor could be an awfully big help in the Hanford area of the system. I point out these facts merely to emphasize the difference of opinion that exists on these reasons which are given for denying construction funds, and to indicate that these projects for which all funds have been stricken can be pretty vital.

Hartwell Dam in the Southeast is the other proposed new start. Recent surveys by both the Federal Power Commission and the Southeast Power Administration indicate, we understand, that power needs in the States surrounding this proposed project will greatly exceed supplies before 1960. The atomic energy installation in the Savannah River Valley below Hartwell will require, we hear, about 1 million kilowatts by itself. The Engineers apparently feel that Hartwell is the logical selection as the next power-producing dam to be built on the Savannah. For this reason our people in the Southeast would like to see construction started as soon as possible.

These projects—all of them—are important. I recently heard one distinguished and highly respected Member of the Senate say that if Gavin's Point Dam had been completed last month, the recent flood crest at Omaha would have been cut from 32 feet to 19 feet. All funds to continue construction of Gavin's Point were also stricken from this bill.

Incidentally, the power from these dams will all be sold at wholesale under section 5 of the Flood Control Act of 1944, as you know, and the commercial power companies will probably purchase much more of it than the rural electric systems will. The commercial companies are purchasing three times as much of the Government-developed power today as the rural electric systems are.

In addition to the above-listed projects, for which construction funds are requested for fiscal 1953, the Corps of Engineers has asked for $2.3 million in planning funds for both rivers and harbors and flood-control projects. This money would cover additional planning on several power-producing dams among which are included:

	Kilowatts
Table Rock Dam, Mo	160,000
Howell Mill Shoals Dam, Ala	200,000
Greers Ferry Dam, Ark	96,000
Carthage Dam, Tenn	92,000
Jessamine Creek Dam, Ky	13,900
Libby Dam, Mont	980,000
Keystone Dam, Okla	30,000
Hills Creek Dam, Oreg	20,000
Gathright Dam, Va	34,000
Upper Columbia Dam, Ala	65,000
Celina Dam, Ky	65,000

This money is most necessary if plans for these projects are to be brought to completion so that the Corps of Engineers will be in a position to start actual construction.

Nonetheless, the House deleted every cent of these planning funds. In taking this drastic action, the committee stated in its report that unobligated balances on hand would be adequate for the planning program contemplated for 1953.

We believe this premise is unsound for two reasons. First, the President is, we understand, certifying several new projects as necessary to the national defense. These new certifications mean that the corps will have to stretch the already questionably adequate unobligated balances even further if all appropriations for planning are finally deleted. Second, appropriations for the Corps of Engineers for fiscal 1952 were not passed by the Congress until October of last year. The Corps of Engineers, therefore, could not properly anticipate its financial position, and was left with a little more than a half year to spend a whole year's planning funds. Rather than recklessly spend all that was appropriated on uneconomical projects merely for the sake of showing a low unobligated balance at the end of fiscal 1952, the corps spent only what could be utilized with maximum results. This very commendable action naturally resulted in a high unobligated balance at the end of fiscal 1952. We feel that the corps does not deserve to have all its 1953 planning funds deleted as a result of its economy during 1952.

The rural electric systems in many sections of the country are already receiving service from completed hydroelectric projects, both by direct service from Federal power marketing agencies, and through power exchange and transmission agreements with utility companies. The rural electrics receiving power from federally constructed reservoir projects enjoy the lowest wholesale rates and the finest service in the country. The completion of the projects for which money is being asked this year will effectively extend the range of existing and proposed private and public transmission facilities serving rural systems by making it possible to introduce additional power into these systems at points closer to cooperative substations. Also, the effective generating capacity of commercial utility companies, from whom many rural systems purchase power, will be increased by the additional peaking capacity that will be available from the projects.

These funds for power facilities, as you know, will not constitute a usual Government expenditure, but rather an investment which not only will be repaid to the Treasury, but which will at the same time increase the income of our farmers, businesses, and industry, thus strengthening them, and enabling them to carry the necessary burden of heavy taxation.

Mass production is our country's principal weapon against communism. Electric power is vital to modern mass-production methods. More electric power, therefore, means more freedom, as we see it.

In considering the bill on this side of the Congress, I urge you gentlemen of the committee to examine very carefully the testimony presented, especially in those instances where projects were completely deleted or drastically cut.

Before concluding my statement, gentlemen, I would like to make one additional point. With me today are several persons from the southwest area of the country. The citizens of Missouri, Arkansas, Oklahoma, Kansas, Texas, and Louisiana, are very interested in securing construction of Table Rock Dam as early as possible.

As you know, this year the Corps of Engineers asked for $100,000 in planning funds which we understand would essentially complete the engineers' definite project studies for Table Rock. We are particularly distressed that planning funds for this project were denied by the House. I must tell you about the emergency that exists with regard to this dam.

The project was authorized by the Flood Control Act of 1941. Eighty-four thousand kilowatts of power would be available from the Table Rock project which would generate an estimated 315,000,000 kilowatt-hours of prime energy each year. The operation of Table Rock would also increase the primary energy of the downstream Bull Shoals plant by 130,000,000 kilowatt-hours per year and would increase the output of the private power company Ozark Beach plant by 90,000,000 kilowatt-hours of prime energy annually. The regulation of water flow which would be achieved by Table Rock would also permit the addition of at least two more generating units at the Bull Shoals power plant thereby increasing the installation at Bull Shoals by another 80,000 kilowatt-hours.

We understand that as early as 1949, the Southwestern Power Administration had negotiated contracts to dispose of the entire amount of firm energy that could be produced at Norfork, Bull Shoals, and other dams of the SPA system, which would be available in the Table Rock area. Much of this power was contracted to the rural systems of the six States. Then came the new Arkansas aluminum plant this winer—now under construction by Reynolds Metals Co. at Arkadelphia, Ark. In order to locate the aluminum plant anywhere, I understand it was necessary for the Government to divert to aluminum production 150,000 kilo-

watts of power from Bull Shoals Dam—for which we had contracted. We did not protest this action because we understood every effort would be made to begin Table Rock Dam 40 miles or so up the same river at once. We may have been disappointed at the slowness with which it has moved thus far.

I would like to emphasize that the Southwestern Power Administration, according to our information had even prior to the aluminum emergency committed itself to sell power up to the entire capacity of its existing two plants at Norfork and Denison as well as the additional dams that will come in this year including Bull Shoals. There would be no additional power for sale from SPA projects after 1957. On top of this situation, 150,000 kilowatts of power from Bull Shoals has been diverted from normal channels to supply the new aluminum plant. This means that the rural electrics will not get the hydroelectric power which they have been repeatedly promised and for which many of them have already contracted.

I do not want to steal all of the thunder from the statements of the people that are here with me today, but I do want to say that we not only request that $100,000 necessary to complete planning of this project be restored to the budget, but we also urge that the committee seriously consider approving actual construction funds for that project this year. We are advised that the final planning is almost complete and the construction could actually be started very soon.

Table Rock Dam has been certified by the President as necessary to the defense effort, we are advised.

Gentlemen, we urge you to consider restoring as much of these cuts in construction and planning as you can find it in your conscience to do.

RESOLUTION FROM POWER AND GENERATION COMMITTEE APPROVED BY RESOLUTIONS COMMITTEE

Whereas there are a great number of potential hydro power projects throughout the United States for the development of cheap electric power; and

Whereas the projects under plan and those that should be planned are so numerous that no attempt should be made to fully enumerate them here, yet each and every one is of the greatest importance to the area of their location, and taken in the aggregate of the highest national interest; and

Whereas many of those projects that have been approved, no funds have been appropriated for construction and completion, and among those are certain projects that should have immediate attention by the National Congress so that construction may get under way without further delay: Now, therefore, be it

Resolved, That we, the delegates to this tenth annual meeting of the National Rural Electric Cooperative Association assembled in Chicago, Ill., March 10–13, 1952, do hereby petition and especially urge the National Congress to:

1. Appropriate necessary and adequate funds immediately for the construction of the Hartwell Dam on the Savannah River between the States of South Carolina and Georgia.

2. Appropriate planning funds as requested in the budget, and necessary additional funds to assure early construction of the Table Rock project, on the White River in the State of Missouri.

CARL C. MOORE, *Secretary*.

RESOLUTION FROM LEGISLATIVE AND POWER AND GENERATION COMMITTEES, REVISED AND APPROVED BY RESOLUTIONS COMMITTEE

Whereas the Snake River Basin represents one-third of the Northwest regional power potential of some 34 million kilowatts and, in particular, includes most of the lowest cost and most desirable power sites which should be developed as part of the Federal power systems; and

Whereas the Corps of Engineers, the Bureau of Reclamation, and the Bonneville Power Administration have agreed on a comprehensive program for the development of the entire Northwest which calls for the start of construction of Ice Harbor Dam immediately; and

Whereas the start of construction of Ice Harbor Dam is essential not only from the immediately needed power, but because the project is logically the first which should be started since it is the farthest downstream, and is particularly endorsed by the Atomic Energy Commission as suited both as to capacity and location to firming up the power supply of the Hanford works; and

Whereas future development of the Northwest depends on hydro power development of our natural river resources to further the development of other natural resources of the area such as large phosphate beds in the Snake River Valley which with electric energy can be converted to fertilizers needed in all agricultural States: Now, therefore, be it

Resolved, That we urge the immediate start of construction of Ice Harbor Dam for national defense and agricultural productivity of the Nation.

CARL C. MOORE, *Secretary.*

RESOLUTION FROM POWER AND GENERATION AND LEGISLATIVE COMMITTEES, REVISED AND APPROVED BY RESOLUTIONS COMMITTEE

Whereas the United States, in its numerous great rivers and river basins, is possessed of the assets and resources that will, upon maximum development, retain, enrich our soil, provide unlimited recreation for the people of the country and insure adequate electrical power supply to meet the long-range demand of all individuals and industries alike, resulting in such a combination of facilities for progress that America can achieve its highest potential standard of progress and prosperity, and

Whereas it is to the personal interest of all of the more than 12 million farm people now served by rural electric cooperatives and public power district that the development of all of these phases of the river and river-basin resources be expedited with emphasis on the pressing need of the rural electric systems for additional dependable, low-cost power sources, without which these systems cannot attain their maximum service, and

Whereas it is recognized that much work has been done and progress made, in planning the development of this resource by the Department of the Interior, Corps of Engineers, and other assisting agencies in this Government, and progress has been made toward the consummation of some of this planning, which clearly shows the wisdom of the undertaking by the achievements already attained: Now, therefore, be it

Resolved, That we urge the development of all of the country's economically feasible potential hydroelectric power as rapidly as practicable; and be it further

Resolved, That the Congress of the United States is petitioned to provide funds and loan authorizations for river-basin and water-power developments and for the generation of electricity in connection therewith; and be it further

Resolved, That the Congres of the United States is petitioned to provide funds and loan authorizations for the construction of transmission lines to distribute the electric power so generated to cooperatives, public power districts, and municipal consumers at their load centers, and to integrate various generation projects; and be it further

Resolved, That the Congress of the United States is petitioned to provide funds and loan authorizations for the construction of steam and Diesel generating capacity where necessary to firm up hydro-generation and to improve the efficiency of such generation; and be it further

Resolved, That the Congress of the United States is petitioned to continue the established power policy of the United States, thus providing for development of potential hydro-power and the sale and delivery to load centers of the consumer of this power wholesale, over self-liquidating transmission lines—first to public bodies and cooperatives and then to private companies in that order—and to the accomplishment of this end, it should provide adequate appropriations for construction and administration.

CARL C. MOORE, *Secretary.*

MAY 19, 1952.

Subject: Need for power output of the Table Rock project.

Memorandum for the Chief, Bureau of Power:

This is in response to your request for information on the need for the power output from the authorized Table Rock project on the White River in southwest Missouri. It is understood that this project is planned for an initial installation of 84,000 kilowatts and an ultimate installation of 168,000 kilowatts.

The logical market area for the output of the Table Rock project is considered to be power supply areas 25, 33, and 34, as outlined on the attached map. An analysis of the prospective power situation in this market area is shown on the attached tabulation. The basic data for this analysis were taken from the monthly power statements filed by the electric utilities operating in the area. The analysis is based on the latest reports available, which are those for the month of March 1952.

The electric utilities have reported estimates of annual peak load and December peak load for each year through 1955. Since the combined annual peak load of all utilities in the market area normally occurs in August, the reported estimates of annual peak loads were adjusted by a factor of 0.98 to obtain estimates that would correspond to expected loads in August. An annual load growth of 250,000 kilowatts was estimated for 1956 and 1957. This compares with the estimated growth of 405,000 kilowatts in 1952, 285,000 kilowatts in 1953 and 260,000 kilowatts in 1954. The dependable capacity shown for each year includes the total existing capacity as of March 31, 1952, plus all scheduled additions of new capacity, including the new capacity scheduled for installation in the Bull Shoals, Tenkiller Ferry, Fort Gibson and Blakely Mountain hydroelectric projects, which are under construction by the United States Corps of Engineers.

A reserve capacity of about 15 percent of the peak load is considered desirable for maintaining normal operating conditions on large electric utility systems. The attached analysis shows an indicated reserve capacity of only 6.5 percent in 1957. In order to bring the reserve capacity to 15 percent, an additional 330,000 kilowatts of capacity would have to be scheduled so as to be in operation prior to August 1957. The Table Rock project could provide a substantial portion of this indicated need for additional generating capacity.

C. E. BENNETT,
Chief, Division of Electric Resources and Requirements.

Attachments.

Estimated power supply and requirements, power supply areas 25, 33, and 34 (principal electric utility systems)

[1,000 kilowatts]

Dependable capacity	Scheduled additions	Dependable capacity	Estimated peak load [4]	Indicated reserves	
					Percent of peak
Mar. 31, 1952, 2,372.	April–August 1952, 402.[1]	Aug. 31, 1952, 2,774...	August 1952, 2,450.	August 1952, 324.	13.2
	September 1952–August 1953, 606.[2]	Aug. 31, 1953, 3,380..	August 1953, 2,855.	August 1953, 525.	18.4
	September 1953–August 1954, 673.[3]	Aug. 31, 1954, 4,053...	August 1954, 3,140.	August 1954, 913.	29.0
	September 1954–August 1955, 102.	Aug. 31, 1955, 4,155...	August 1955, 3,400.	August 1955, 755.	22.2
	September 1955–August 1957, 0.	Aug. 31, 1957, 4,155...	August 1957, 3,900.	August 1957, 255.	6.5

[1] Includes 112,000 kilowatts for Bull Shoals.
[2] Includes 38,000 kilowatts for Bull Shoals, 34,000 kilowatts for Tenkiller Ferry, and 45,000 kilowatts for Fort Gibson.
[3] Includes 63,000 kilowatts for Blakely Mountain.
[4] Estimates for 1952 through 1955 represent 98 percent of the summation of noncoincident annual peak loads estimated by the electric utilities on reports as of Mar. 31, 1952. Estimates for 1957 are based on annual growth of 250,000 kilowatts in 1956 and 1957.

Senator HAYDEN. Mr. McDonald.

STATEMENT OF ANGUS McDONALD, NATIONAL FARMERS UNION, WASHINGTON, D. C.

TABLE ROCK DAM, MO.

Mr. McDONALD. Mr. Chairman and Senator McClellan, in the legislative office of the National Farmers Union here we have been urged to come before you and urge that this project at Table Rock Dam be approved and that the small amount of money necessary to start its construction be authorized. It seems to me from the evidence submitted here today that there is no reason why the Government should not go ahead and that to not approve the project in the name of economy would be expensive. It would be most expensive economy.

Senator HAYDEN. At this point in the record there will be inserted the statement of James G. Patton, president of the National Farmers Union.

(The statement follows:)

NATIONAL FARMERS UNION,
Washington, D. C., May 19, 1952.

Senator CARL HAYDEN,
Chairman, Senate Appropriations Committee,
Senate Office Building, Washington, D. C.

DEAR SENATOR HAYDEN: Attached is a statement representing the views of my organization in regard to Table Rock Dam, Mo., which, I understand from your Mr. Woodruff, will be filed and published as part of the printed testimony on this issue.

Sincerely,

JAMES G. PATTON, *President.*

(Enclosure.)

STATEMENT OF JAMES G. PATTON, PRESIDENT, NATIONAL FARMERS UNION, IN REGARD TO TABLE ROCK DAM, MO.

Mr. Chairman and gentlemen of the committee: At the request of Farmers Union organizations in Arkansas, Kansas, Oklahoma, and Texas, representing 150,000 farm people, I want to urge authorization of the construction of Table Rock Dam in Missouri. Electric power generated by this dam will go into the Southwestern Power Administration system serving the bulk of farm people in the States I have enumerated.

Farm requirement of electricity is skyrocketing. The armed services and industries are draining off farm manpower. Farmers are compelled to turn to electric energy whenever they can to replace manpower and maintain production which is needed by the Nation in the present mobilization period.

Reserve capacity of power in the Southwest area is being taken to supply a new aluminum plant in Arkansas. There will be an inevitable rural power shortage in the area unless construction of Table Rock Dam proceeds as rapidly as possible.

The opposition to the construction of this dam comes almost entirely from the private profit power industry which two decades ago refused to undertake the job of rural electrification, even when Government finance was offered to them. It is clear that they now hope to capture monopoly control of power generating and transmission facilities and thereby control of the quantity of electricity and quality of service that farmers' cooperatives, which have done the rural electrification job, can provide to their customers. Having failed or refused to do the rural electrification job, these private utilities are now, in effect, asking you to deny farmers' cooperatives of an adequate power supply. These utilities are, in effect, asking you to jeopardize needed food and fiber production on the farms of this great six-State area, to aid them in recapturing control over a market which they once scorned.

There is urgent need of power for industries as well as for farms. Demand on rural systems is doubling every 4 to 5 years. It is our opinion that both Congress and the private power industry should press forward as rapidly as possible on every power generation project that can be made ready to start.

We need all the capacity we can build. We urge your committee to include Table Rock Dam appropriations in the bill you are considering.

Chairman McKellar. I have received a letter from Mr. J. Keith Fraser, of Springfield, Mo., in opposition to the Table Rock Dam. This letter will appear in the record at the appropriate place.

(The letter referred to follows:)

SPRINGFIELD, MO., *May 22, 1952.*

CHAIRMAN, APPROPRIATIONS COMMITTEE,
United States Senate, Washington, D. C.

HONORABLE SIR: I notice in our local paper, the Springfield (Mo.) Leader-Press, that among others from the Ozarks, Messrs. Edwin C. Rice and Lloyd Carter appeared before your committee, asking that an initial appropriation be granted for the construction of a project of the United States Corps of Army Engineers, known as Table Rock Dam, on the White River in Missouri.

Those appearing, contend the construction of this dam is necessary to firm up the power of the Bull Shoals Reservoir, which in turn, was planned and constructed by the engineers to firm up power from the Norfork Reservoir, in Arkansas, which was supposed to firm up the power from some other pipe dream of the engineers, ad infinitum, just as long as the already overburdened taxpayers dollar holds out. No thought is given to the destruction of the economy of the areas involved.

I suspect if Table Rock Dam is constructed, the Corps of Army Engineers will be surveying every little spring branch and creek to firm up power from any one or all of the several mill ponds in this area. One or two of these old mills are still in operation, or rather were, until Bull Shoals was built. Some of the folks down here still believe the stone-burr ground corn meal is the best.

Actually we don't need any more dams on the White River or any of the other streams in Missouri, our greatest need, since the taxpayers have spent millions on Bull Shoals for the manufacture of hydraulic power, is water and more water. Today and for the last few weeks not one drop of water has come over the power site dam, near old Forsythe (now abandoned because the Army engineers said the water from Bull Shoals would inundate it) and the only water that has been released into Bull Shoals from Lake Taneycomo (formed by power site dam) is that which has been run through the wheels to generate power for a private manufacturer of hydraulic power. Power site dam is located between the present Bull Shoals Reservoir and the proposed Table Rock Dam.

Down in this beautiful clear-water country, where everyone fishes, much consternation arises because of the scarcity of water in the White River, and to illustrate just how low it is, I quote from the Springfield (Mo.) Leader-Press of May 21, 1952:

"The pothole at power site dam near Forsythe, was so low in depth—and the area below it so shallow—that youngsters had a picnic Sunday in salvaging hooks, sinkers, and artificial lures.

"One fisherman reported that a group of youngsters collected more than 60 artificial baits that had been lost in the rocks, along with an estimated 27 pounds of sinkers."

Now, I ask, as a thrifty, patriotic citizen whose dollar has so shrunken in value as to make it nearly useless, will your committee authorize spending (estimated several years ago) some 76 millions of dollars and at current prices, and errors, etc., of the engineers, more likely over a hundred million dollars?

The question that is constantly on the lips of conservation-minded peoples is, Just how long will the Corps of Army Engineers, the Bureau of Reclamation bulldoze our leaders in granting untold millions for construction of dual-purpose dams (Bull Shoals and Table Rock, Wappapell, Clear Lake, just to name a few) which they admit (Engineers) are not practicable.

Quite a number of years ago, private manufacturer of electric power made a very thorough survey of the very site of proposed Table Rock project on the White River as location of a dam for the manufacture of hydraulic power, after the survey was carefully analyzed, the plan was abandoned as not being practicable, why, not sufficient and constant water supply, and remember this, that was back in the days before high-pressure farming was in vogue and the water table in this country was some 500 feet higher (specifically this was about 29 years ago).

In this area, the economy is builded on agricultural pursuits and chiefly cattle. Crops (row) are grown in the rich and fertile valleys of our streams, now these same acres are to be flooded forever and destroy our economy just so the engineers can build another dam in order to put the Government in business to compete with private enterprise. Is this really the American way of doing things?

Just think of the real good that could be accomplished if just one-tenth the amount of money spent on construction of dams and levees were spent on good sound conservation, such as cover restoration, reforestation, terracing, etc., our mud-clogged streams would again run clear and cool. No more would we fear the rainy seasons because the cover we had placed on Old Mother Earth would retard the runoff, absorbing the life-giving moisture until later needed when drought periods occur.

I would greatly appreciate hearing from you.

J. KEITH FRASER.

Senator HAYDEN. The committee will stand in recess until 11 a. m. tomorrow.

(Whereupon, at 4:25 p. m., Wednesday, May 21, 1952, the hearing was recessed until 11 a. m., Thursday, May 22, 1952.)